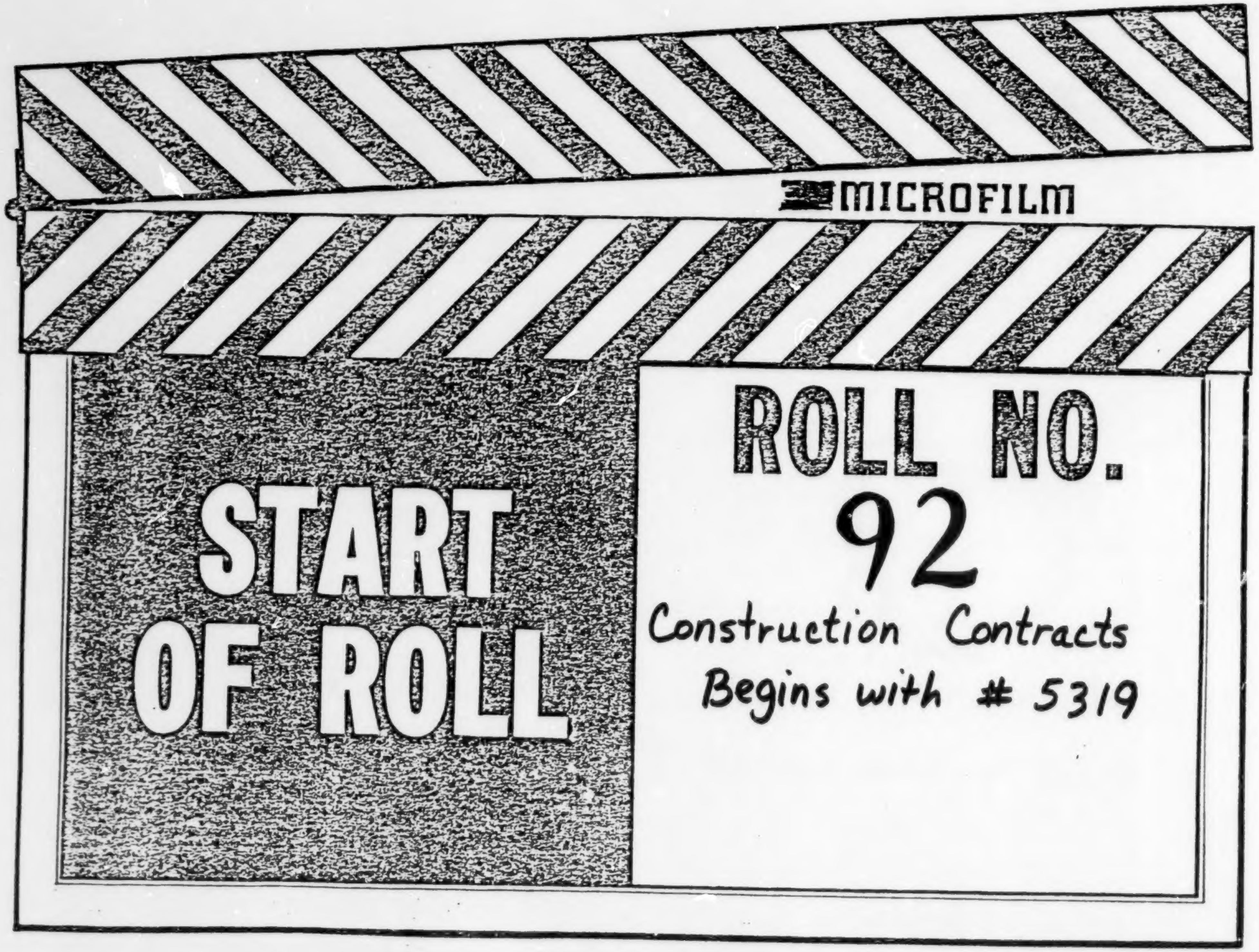


START OF ROLL

ROLL NO.

92

Construction Contracts

Begins with # 5319

I-5-1(2) N. Grants Pass Interchange 1958
58 Sec. of Pacific Hwy. (Grad.
#5319 & Paving)

C&A
2014
9-25-56

A

RECEIVED
JUL 29 1960
FOR FILING
I-5-1(2)58

5319

July 28, 1960

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5319 for grading-paving the North Grants Pass Interchange on Pacific Highway in Josephine County was completed by the contractor, Hughes & Dodd Co. and Tru-Mix Equipment Co., on May 11, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $3,490.49 will be released to the contractor on or after August 8, 1960. The total contract amount is $118,836.15, of which amount $2,995.80 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Co.,
Fred Gatter Insurance
30 North Oakdale
Medford, Oregon

RECEIVED
JUN 27 1960
FOR FILING

I.5-1(2)58

5319

June 22, 1960

Peerless Insurance Company
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Hughes & Dodd Co. and Tru-Mix Equipment Co., on contract #5319 for grading-paving North Grants Pass Interchange Section of Pacific Highway in Josephine County.

This payment, in the amount of $6,665.43, will be released to contractor on or after July 2, 1960. The retained percentage is $3,474.74.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Peerless Insurance Co.,
Fred Gatter, Insurance
30 North Oakdale
Medford, Oregon

RECEIVED
JUN 16 1960
FOR FILING
I-5-1(2)58
5319

A

June 16, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Form PR-47, Project I-5-1(2)58
Contract No. 5319
North Grants Pass Interchange Sec.
Pacific Highway

Dear Sir:

We are returning the subject form, with poundage of metal guard rail and median barrier as requested in your letter of June 14, 1960, your file 08-35.4 DB.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Encl.

DBP:ia

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-DB

408 State Highway Building
Salem, Oregon

June 14, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Form PR-47, Project I-5-1(2)58,
Contract No. 5319
North Grants Pass Interchange Section
Pacific Highway

Dear Sir:

The subject form is returned for the addition of the metal guardrail and metal median barrier poundage used on the project. This poundage should be shown under "Item 16, miscellaneous steel".

Porter

Very truly yours,

Polk

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Encls.

RECEIVED
JUN 14 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-1—(Rev.)—

A

J-5-1(2)58
5319

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 21, 1960, 19

Section North Grants Pass Interchange.
Kind of work Grading & Paving
Highway Pacifid County Josephine.
Section prefix 617-1036
Contractor M. C. Lininger & Sons
Contract number 5319
Date of contract September 11, 1958
Specified work days 115
Date work started March 15, 1959
Work days used 114
Project authorization $ 128,945.00
Exclusive of engineering $ 119,589.80
Per cent of time elapsed 99.1 %
Estimated cost of completed project, exclusive of engineering $ 123,915.77
Estimated per cent overrun XXXXXXXX 3.36 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $ 9,155.20
Engineering cost to date $ 8,757.62, 95.7 %
Date project was completed May 11, [illegible]
Final Estimate May 27, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100%	100%	100%	None Inv	100%	100%	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Working on Semi-Final estimate in office, waiting for final oil invoice to finish estimate.

NOTED
JOHN R. OAKES

NOTED
FORREST COOPER

Noted
M. N. Juve

CONSTRUCTION DIVISION
RECEIVED
MAY 23 1960
NOTED-- ☒ CE ☒ ACE ☒ ACE ☒ ☒ COE

Signed E. Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0;07	0.07		0.07	0.07
Miles partially completed	None	None		None	None
Miles completed	0.07	0.07		0.07	0.07
Total estimated quantities (contract)	41,200	15,400		240 T. Agg 27 T. Oil	2,900
Total quantities corrected to date	26,640	16,875		306 T. Agg 27 T. Oil	2,739
Estimated quantities moved or placed to date	26,640	16,875		306 T. Agg 27 T. Oil	2,739
Average daily quantities Past Week	None	None		None	None
Average daily quantities necessary to complete project on time	None	None		None	None
Number shifts per day					
Hours per shift				0	
Average force on project for week				0	

Men	0
Supervision	0
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Scattered Showers		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
MAY 18 1960
FOR FILING
I-5-1(2)58

5319

May 17, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 11, 1960, on Contract No. 5319, North Grants Pass Interchange Section, in Josephine County, in connection with Federal Aid Project No. I-5-1(2)58.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw
cc: Clarence G. Swenson

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1959
FOR FILING

4311

October 13, 1959

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Underground Cable Crossing
N. Grants Pass Interchange
Pacific Interstate Highway
Project No. I-5-1(2)58

Dear Sir:

Attached hereto are four identical copies of a permit we propose to issue to The Pacific Telephone and Telegraph Company, covering an underground telephone cable crossing the subject-named project at Mile Post 260.51, Station 1205+15, at Scoville Road.

The installation is a revision of an existing underground coaxial cable; said revision being made necessary by highway construction. You will notice in the provisions of the permit that the State has previously agreed to reimburse the utility company a portion of the costs involved; it is our understanding, however, that no request will be made for Federal-aid reimbursement for this work.

We believe the provisions of the proposed permit are in accordance with the policies governing utility installations on Interstate Highway rights of way, and recommend the permit be granted.

If you find the provisions of the proposed permit to be satisfactory, please return one approved copy for our files.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls.

cc: P. M. Stephenson
R. L. Porter
F. D. Morgan
R. F. Lytle

NOTED
P. M. STEPHENSON

RECEIVED
1959
[illegible]
[illegible] ENGINEER

A

RECEIVED
JU JUN 22 1959
FOR FILING

I 5-1(2)58

5319

June 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering construction signing on the North Grants Pass Interchange Section of the Pacific Highway in Josephine County, Contract No. 5319, in connection with Federal Aid Project No. I-5-1(2)58.

This work is necessary for the routing and direction of traffic during construction. This is in addition to warning signs, lights and barricades normally required of the contractor and will not relieve him of the responsibility of furnishing the same.

These signs will remain in place and in use until the project is completed, or they are replaced by permanent signs when the Interstate Route is opened for traffic.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:br
Enc.

Contract No 5319

A

Monthly Transaction No.

RECEIVED
MAR , 1959
FOR FILING

Project Report No.

For -2
(9-1- 57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

te **Oregon**

County **Josephine**

Project No. **I-5-1(2)58**

I 5-1(-)58
5-19

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

North Grants Pass Interchange on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**8-25-58**	**0.2**
Other (*Specify*)		

FUNDS

Estimated total cost of project	Federal funds
$ **391,285**	$ **361,000**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CGPolk
C. G. Polk
Division Engineer

Date executed by Division Engineer **March 30, 1959**

USComm-DC 40257

March 26, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Grants Pass Interchange Section, Project No. I-5-1(2)58.

Very truly yours,

W. C. Williams
State Highway Engineer

RMC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

March 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Grants Pass Interchange Section, Project No. I-5-1(2)58.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid
Project No. I-5-1(2)58

NORTH GRANTS PASS INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 13, 1959

Type Code 6201
Roadway (Sta. 1200+00 to Sta. 1203+57)(Contract No. 5319)

Clearing and Grubbing	All	Required	$	$ 1,000.00
Drainage Excavation, Unclassified	240	cu. yds.	3.50	840.00
General Excavation, Unclassified	41,200	cu. yds.	0.40	16,480.00
Finishing Roadbed and Slopes	All	Required		700.00
Rounding Cutbanks	2,000	lin. ft.	0.15	300.00
Furnishing and Placing Topsoil	5,000	cu. yds.	2.50	12,500.00
12-inch Sewer Pipe	540	lin. ft.	2.50	1,350.00
12-inch Concrete Pipe	34	lin. ft.	2.50	85.00
18-inch Concrete Pipe	60	lin. ft.	3.25	195.00
43-inch Arch Type Corrugated Metal Pipe	160	lin. ft.	15.00	2,400.00
Salvaging Culvert Pipe	40	lin. ft.	3.00	120.00
2-inch Galvanized Water Pipe	170	lin. ft.	1.50	255.00
1½-inch Electrical Conduit	160	lin. ft.	1.50	240.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Concrete Inlets, Type "GB"	4	only	85.00	340.00
Concrete Manholes	1	only	200.00	200.00
Concrete Curbs	90	cu. yds.	52.50	4,725.00
Metal Guard Rail	440	lin. ft.	3.50	1,540.00
Metal Median Barrier	1,200	lin. ft.	5.00	6,000.00
Coarse Crushed Material in Base	13,600	tons	2.25	30,600.00
3/4" - 0 Material in Base	1,840	tons	2.35	4,324.00
Sprinkling	350	M-gal.	3.50	1,225.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	170	tons	3.40	578.00
Furnishing and Placing Aggregates	70	tons	4.40	308.00
RC-3 Asphalt	20	tons	65.00	1,300.00
120-150 Asphalt	5	tons	80.00	400.00
RS-1 Asphalt	2	tons	75.00	150.00
Class "B" Asphaltic Concrete	2,900	tons	8.65	25,085.00
Asphaltic Concrete Traffic Markers	500	lin. ft.	1.00	500.00
				$114,340.00
Flagging (57½% of Contractor's Cost)	All	Required		100.00
	Subtotal			$114,440.00
	10% Engr. & Cont.			11,444.00
		Total		$125,884.00

Type Code X283
Scoville Road Overcrossing (Sta. 1203+67.50 to Sta. 1205+55.15)(Contract #5418)

Structural Excavation	425	cu. yds.	$2.00	$ 850.00
Furnish Steel Piling	1,360	lin. ft.	5.00	6,800.00
Drive Piles	34	only	50.00	1,700.00
Splice Piles	3	only	50.00	150.00

Class "A" Concrete	All	Required	$	$ 43,100.00
Metal Reinforcement	All	Required		21,360.00
Span #1, Prestressed Beams	9	only	759.00	6,831.00
Span #2, Prestressed Beams	17	only	1,409.00	23,953.00
Span #3, Prestressed Beams	12	only	1,109.00	13,308.00
Metal Parapet Rail	360	lin. ft.	4.50	1,620.00
8-inch Metal Drain Pipe	135	lin. ft.	2.00	270.00
Concrete Slab Riprap	1,280	sq. yds.	6.60	8,448.00
				$128,390.00

Type Code X201
7th Street Overcrossing (Sta. 1209+96.70 to Sta. 1211+90.70)(Contract #5418)

Structural Excavation	540	cu. yds.	$2.00	$ 1,080.00
Furnish Steel Piling	1,525	cu. yds.	5.00	7,625.00
Drive Piles	32	only	50.00	1,600.00
Splice Piles	5	only	50.00	250.00
Class "A" Concrete	All	Required		35,860.00
Metal Reinforcement	All	Required		13,440.00
Span #1 Prestressed Beams	11	only	1,500.00	16,500.00
Span #2 Prestressed Beams	11	only	1,540.00	16,940.00
Span #3 Prestressed Beams	8	only	1,260.00	10,080.00
Metal Parapet Rail	410	lin. ft.	4.50	1,845.00
8-inch Metal Drain Pipe	145	lin. ft.	2.00	290.00
Concrete Slab Riprap	890	sq. yds.	6.60	5,874.00
				$111,384.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing	All	Required		500.00
	Subtotal			$241,274.00
	10% Engr. & Cont.			24,127.40
		Total		$265,401.40

Length of Roadway - - - - - - - - - 0.073 Mile
Length of 2 Structures- - - - - - 0.072 Mile
Length of Roadway - - - - - - - - - 0.080 Mile (Exception)
Total Length- - - - - - - - - - - - 0.225 Mile
Cost of Roadway Per Mile- - - - - $1,724,438.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$125,884.00	$116,000.00	$ 9,884.00
Structures	265,401.40	245,000.00	20,401.40
	$391,285.40	$361,000.00	$30,285.40

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(2)58

NORTH GRANTS PASS INTERCHANGE SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 18, 1958

Type Code 6201
Roadway (Sta. 1200+00 to Sta. 1203+57)

Clearing and Grubbing	All	Required	$	$ 500.00
Drainage Excavation, Unclassified	240	cu.yds.	3.00	720.00
General Excavation, Unclassified	41,200	cu.yds.	0.35	14,420.00
Finishing Roadbed and Slopes	All	Required		500.00
Rounding Cutbanks	2,000	lin.ft.	0.20	400.00
Furnishing and Placing Topsoil	5,000	cu.yds.	2.50	12,500.00
12-inch Sewer Pipe	540	lin.ft.	2.50	1,350.00
12-inch Concrete Pipe	34	lin.ft.	2.50	85.00
18-inch Concrete Pipe	60	lin.ft.	4.50	270.00
43-inch Arch Type Corrugated Metal Pipe	160	lin.ft.	17.50	2,800.00
Salvaging Culvert Pipe	40	lin.ft.	3.00	120.00
2-inch Galvanized Water Pipe	170	lin.ft.	1.50	255.00
1½-inch Electrical Conduit	160	lin.ft.	1.75	280.00
Concrete Inlets, Type "D"	1	only	85.00	85.00
Concrete Inlets, Type "GB"	4	only	90.00	360.00
Concrete Manholes	1	only	350.00	350.00
Concrete Curbs	90	cu.yds.	50.00	4,500.00
Metal Guard Rail	440	lin.ft.	3.50	1,540.00
Metal Median Barrier	1,200	lin.ft.	5.50	6,600.00
Coarse Crushed Material in Base	13,600	tons	1.75	23,800.00
3/4" - 0 Material in Base	1,840	tons	2.00	3,680.00
Sprinkling	350	M-Gals.	3.00	1,050.00
Preparation of Base	All	Required		250.00
3/4" - 0 Material in Binder Course	170	tons	3.50	595.00
Furnishing and Placing Aggregates	70	tons	3.50	245.00
RC-3 Asphalt	20	tons	70.00	1,400.00
120-150 Asphalt	5	tons	100.00	500.00
RS-1 Asphalt	2	tons	100.00	200.00
Class "B" Asphaltic Concrete	2,900	tons	11.00	31,900.00
Asphaltic Concrete Traffic Markers	500	lin.ft.	1.00	500.00
				$111,755.00
Flagging (57½% of Contractors Cost)	All	Required		100.00
	Subtotal			$111,855.00
	10% Engr. & Cont.			11,185.50
	Total			$123,040.50

Oregon State Highway Department

Federal Aid
Project No. I-5-1(2)58

Length of Roadway.	0.068 Mile
Length of 2 Structures	0.077 Mile
Length of Roadway.	0.080 Mile (Exception)
Total Length	0.225 Mile
Cost of Roadway Per Mile	$1,809,419.11

Federal Funds	$113,600.00
State Funds	9,440.50
	$123,040.50

Oregon State Highway Department

Federal Aid
Project No. I-5-1(2)58

NORTH GRANTS PASS INTERCHANGE SECTION
OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, February 9, 1959

Type Code 6201
Roadway (Sta. 1200+00 to Sta. 1203+57)(Contract No. 5319)

Clearing and Grubbing	All	Required		$ 1,000.00
Drainage Excavation, Unclassified	240	cu. yds.	$ 3.50	840.00
General Excavation, Unclassified	41,200	cu. yds.	.40	16,480.00
Finishing Roadbed and Slopes	All	Required		700.00
Rounding Cutbanks	2,000	lin. ft.	.15	300.00
Furnishing and Placing Topsoil	5,000	cu. yds.	2.50	12,500.00
12-inch Sewer Pipe	540	lin. ft.	2.50	1,350.00
12-inch Concrete Pipe	34	lin. ft.	2.50	85.00
18-inch Concrete Pipe	60	lin. ft.	3.25	195.00
43-inch Arch Type Corrugated Metal Pipe	160	lin. ft.	15.00	2,400.00
Salvaging Culvert Pipe	40	lin. ft.	3.00	120.00
2-inch Galvanized Water Pipe	170	lin. ft.	1.50	255.00
1½-inch Electrical Conduit	160	lin. ft.	1.50	240.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Concrete Inlets, Type "GB"	4	only	85.00	340.00
Concrete Manholes	1	only	200.00	200.00
Concrete Curbs	90	cu. yds.	52.50	4,725.00
Metal Guard Rail	440	lin. ft.	3.50	1,540.00
Metal Median Barrier	1,200	lin. ft.	5.00	6,000.00
Coarse Crushed Material in Base	13,600	tons	2.25	30,600.00
3/4" - 0 Material in Base	1,840	tons	2.35	4,324.00
Sprinkling	350	M-gals.	3.50	1,225.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	170	tons	3.40	578.00
Furnishing and Placing Aggregates	70	tons	4.40	308.00
RC-3 Asphalt	20	tons	65.00	1,300.00
120-150 Asphalt	5	tons	80.00	400.00
RS-1 Asphalt	2	tons	75.00	150.00
Class "B" Asphaltic Concrete	2,900	tons	8.65	25,085.00
Asphaltic Concrete Traffic Markers	500	lin. ft.	1.00	500.00
				$114,340.00
Flagging (57½% of Contractor's Cost)	All	Required		100.00
		Subtotal		$114,440.00

10% Engr. & Cont.	$ 11,444.00
Total	$125,884.00

Type Code X281
Scoville Road Overcrossing (Sta. 1203+67.50 to Sta. 1205+55.15)

Structural Excavation	425	cu. yds.	$8.00	$ 3,400.00
Furnish Steel Piling	1,360	lin. ft.	5.00	6,800.00
Drive Piles	34	only	70.00	2,380.00
Splice Piles	3	only	40.00	120.00
Class "A" Concrete	All	Required		50,680.50
Metal Reinforcement	All	Required		30,712.50
Span #1 Prestressed Beams	9	only	1,012.00	9,108.00
Span #2 Prestressed Beams	17	only	1,694.00	28,798.00
Span #3 Prestressed Beams	12	only	1,430.00	17,160.00
Metal Parapet Rail	360	lin. ft.	6.00	2,160.00
8-inch Metal Drain Pipe	135	lin. ft.	4.00	540.00
Concrete Slab Riprap	1,280	sq. yds.	9.00	11,520.00
				$163,379.00

Type Code X281
7th Street Overcrossing (Sta. 1209+96.70 to Sta. 1211+90.70)

Structural Excavation	540	cu. yds.	$ 8.00	$ 4,320.00
Furnish Steel Piling	1,525	cu. yds.	5.00	7,625.00
Drive Piles	32	only	70.00	2,240.00
Splice Piles	5	only	40.00	200.00
Class "A" Concrete	All	Required		42,380.00
Metal Reinforcement	All	Required		23,004.00
Span #1 Prestressed Beams	11	only	1,474.00	16,214.00
Span #2 Prestressed Beams	11	only	1,540.00	16,940.00
Span #3 Prestressed Beams	8	only	1,254.00	10,032.00
8-inch Metal Drain Pipe	145	lin. ft.	4.00	580.00
Concrete Slab Riprap	890	sq. yds.	9.00	8,010.00
				$131,545.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
Signing	All	Required		500.00
		Subtotal		$296,424.00
		10% Engr. & Cont.		29,642.40
		Total		$326,066.40

Length of Roadway	0.073 Mile
Length of 2 Structures	0.072 Mile
Length of Roadway	0.080 Mile (Exception)
Total Length	0.225 Mile
Cost of Roadway per Mile	$1,724,438.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$125,884.00	$116,000.00	$ 9,884.00
Structures	326,066.40	301,000.00	25,066.40
	$451,950.40	$417,000.00	$34,950.40

Oregon State Highway Department

Federal Aid
Project No. I-5-1(2)58

NORTH GRANTS PASS INTERCHANGE SECTION

OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, March 2, 1959

Type Code 6201
Roadway (Sta. 1200+00 to Sta. 1203+57)(Contract No. 5319)

Clearing and Grubbing	All	Required	$	$ 1,000.00
Drainage Excavation, Unclassified	240	cu. yds.	3.50	840.00
General Excavation, Unclassified	41,200	cu. yds.	0.40	16,480.00
Finishing Roadbed and Slopes	All	Required		700.00
Rounding Cutbanks	2,000	lin. ft.	0.15	300.00
Furnishing and Placing Topsoil	5,000	cu. yds.	2.50	12,500.00
12-inch Sewer Pipe	540	lin. ft.	2.50	1,350.00
12-inch Concrete Pipe	34	lin. ft.	2.50	85.00
18-inch Concrete Pipe	60	lin. ft.	3.25	195.00
43-inch Arch Type Corrugated Metal Pipe	160	lin. ft.	15.00	2,400.00
Salvaging Culvert Pipe	40	lin. ft.	3.00	120.00
2-inch Galvanized Water Pipe	170	lin. ft.	1.50	255.00
1½-inch Electrical Conduit	160	lin. ft.	1.50	240.00
Concrete Inlets, Type "D"	1	only	100.00	100.00
Concrete Inlets, Type "CB"	4	only	85.00	340.00
Concrete Manholes	1	only	200.00	200.00
Concrete Curbs	90	cu. yds.	52.50	4,725.00
Metal Guard Rail	440	lin. ft.	3.50	1,540.00
Metal Median Barrier	1,200	lin. ft.	5.00	6,000.00
Coarse Crushed Material in Base	13,600	tons	2.25	30,600.00
3/4" - 0 Material in Base	1,840	tons	2.35	4,324.00
Sprinkling	350	M-gal.	3.50	1,225.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	170	tons	3.40	578.00
Furnishing and Placing Aggregates	70	tons	4.40	308.00
RC-3 Asphalt	20	tons	65.00	1,300.00
120-150 Asphalt	5	tons	80.00	400.00
RS-1 Asphalt	2	tons	75.00	150.00
Class "B" Asphaltic Concrete	2,900	tons	8.65	25,085.00
Asphaltic Concrete Traffic Markers	500	lin. ft.	1.00	500.00
				$114,340.00
Flagging (57½% of Contractor's Cost)	All	Required		100.00
	Subtotal			$114,440.00
	10% Engr. & Cont.			11,444.00
		Total		$125,884.00

Type Code X281
Scoville Road Overcrossing (Sta. 1203+67.50 to Sta. 1205+55.15)

Structural Excavation	425	cu. yds.	$8.00	$ 3,400.00
Furnish Steel Piling	1,360	lin. ft.	5.00	6,800.00
Drive Piles	34	only	70.00	2,380.00
Splice Piles	3	only	40.00	120.00

Class "A" Concrete	All Required	$	$ 50,680.50
Metal Reinforcement	All Required		21,370.50
Span #1 Prestressed Beams	9 only	1,012.00	9,108.00
Span #2 Prestressed Beams	17 only	1,694.00	28,798.00
Span #3 Prestressed Beams	12 only	1,430.00	17,160.00
Metal Parapet Rail	360 lin. ft.	6.00	2,160.00
8-inch Metal Drain Pipe	135 lin. ft.	4.00	540.00
Concrete Slab Riprap	1,280 sq. yds.	9.00	11,520.00
			$154,037.00

Type Code X281
7th Street Overcrossing (Sta. 1209+96.70 to Sta. 1211+90.70)

Structural Excavation	540 cu. yds.	$8.00	$ 4,320.00
Furnish Steel Piling	1,525 cu. yds.	5.00	7,625.00
Drive Piles	32 only	70.00	2,240.00
Splice Piles	5 only	40.00	200.00
Class "A" Concrete	All Required		42,380.00
Metal Reinforcement	All Required		15,120.00
Span #1 Prestressed Beams	11 only	1,474.00	16,214.00
Span #2 Prestressed Beams	11 only	1,540.00	16,940.00
Span #3 Prestressed Beams	8 only	1,254.00	10,032.00
Metal Parapet Rail	410 lin. ft.	6.00	2,460.00
8-inch Metal Drain Pipe	145 lin. ft.	4.00	580.00
Concrete Slab Riprap	890 sq. yds.	9.00	8,010.00
			$126,121.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Signing	All Required		500.00
	Subtotal		$281,658.00
	10% Engr. & Cont.		28,165.80
	Total		$309,823.80

Length of Roadway - - - - - - 0.073 Mile
Length of 2 Structures- - - - 0.072 Mile
Length of Roadway - - - - - - 0.080 Mile (Exception)
Total Length - - - - - - 0.225 Mile
Cost of Roadway Per Mile- - - $1,724,438.83

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$125,884.00	$116,000.00	$ 9,884.00
Structures	309,823.80	286,000.00	23,823.80
	$435,707.80	$402,000.00	$33,707.80

RECEIVED
MAR 25 1959
FOR FILING

I-5-1(2)58

5319

March 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on March 16, 1959, on Contract No. 5319, North Grants Pass Interchange Section in Josephine County, in connection with Federal Aid Project No. I-5-1(2)58.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
MAR 16 1959
FOR FILING

I 5-1(9)50

5319

March 16, 1959

Mr. R. E. Anderson
Superintendent of Construction and
  Plant Engineering
Pacific Telephone and Telegraph Company
410 N. E. Clackamas
Portland 12, Oregon

Dear Mr. Anderson:

The State Highway Commission, at its meeting on March 5, approved the Engineer's recommendation that the State pay 50 per cent of the cost of moving the Pacific Telephone and Telegraph Company's coaxial cable on Scoville Road at the North Grants Pass Interchange, with the top limit of State participation of $3,495.

This is to advise you that the Highway Commission will participate in the cost to an extent of 50 per cent based on actual expenditures, total not to exceed $3,495.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fm

cc Mr. W. C. Williams
  Mr. Floyd Query
  Mr. Tom Edwards

RECEIVED
MAR - 2 1959
FOR FILING

I 5 1(2) 5[illegible]

5319

A

March 2, 1959

Oregon State Highway Commission

Gentlemen:

In April of 1957, in connection with construction work on the North Grants Pass Interchange, we required the Pacific Telephone and Telegraph Company to relocate a short section of its coaxial cable. This it did at a cost of approximately $10,000. We are now finishing the construction of the interchange on a slightly revised plan of that originally contemplated, making it necessary to again shift part of this section of cable.

The Telephone Company has protested the cost involved, stating that, had it known in the first instance that it would have to remove an additional part of the cable, it would have done so at that time. It seems that we are imposing a burden on the Company, and I feel that there is some justice to its contention. It is not possible to get federal aid on a move of this nature.

In order to dispose of this matter, we have discussed a fifty-fifty proposal with the Telephone Company, and it indicated that this would be acceptable. It is, therefore, my recommendation that you approve, at State expense, 50 per cent of the actual cost of moving the cable, with the participation by the State limited to $3,495, which is one-half of the estimated cost of the change.

The matter will be on the agenda for your consideration at the March 5-6 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

FC:fn me

cc Mr. Tom Edwards
Mr. C. H. Maison

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

PORTLAND, February 17, 1959

Oregon State Highway Department
Salem, Oregon

Attention: Mr. W. C. Williams, State Highway Engineer

Dear Sir:

In reply to your letter dated February 11, 1959 (FC), regarding the rearrangement of the coaxial cable on Scoville Road in the North Grants Pass interchange area, we agree to your proposal that the cost of the arrangement be borne jointly on a 50 - 50 basis between the State and the Telephone Company.

If this plan is acceptable may we have your authorization to bill the State 50% of the actual cost of all work involved not to exceed 50% of $6990 or $3495.

If you have any further questions we would be glad to discuss them.

Very truly yours,

R. E. Anderson

R. E. Anderson
Superintendent of Construction
and Plant Engineering

cc: C. J. Quirk
cc: D. H. Wood

RECEIVED
FEB [illegible] 1959
OREGON
STATE HIGHWAY COMMISSION

[illegible]
FORREST COOPER

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 17 1959
FOR FILING

5319

February 11, 1959

Mr. R. E. Anderson
Superintendent of Construction
  and Plant Engineering
Pacific Telephone and Telegraph Company
410 N. E. Clackamas
Portland 12, Oregon

Dear Sir:

On November 3, 1958, you directed a letter to the Highway Department in which you referred to the matter of rearrangement of the coaxial cable on Scoville Road in the North Grants Pass Interchange area. The delay in answering has been caused by our efforts to secure federal-aid reimbursement for this work. This, we have been unable to accomplish.

We have studied the matter carefully and feel that we have caused the Telephone Company unnecessary expense in having to rearrange its facilities twice in the area. In an effort to arrange an equitable solution, we propose that the cost of rearrangement, not to exceed $6,990, be borne jointly (50-50) by the Telephone Company and the State. The final determination in the State's participation in this matter rests with the State Highway Commission.

If this suggestion is acceptable to you, please indicate in writing and the matter will be presented to the Highway Commission for final determination.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fm

cc Mr. [illegible] Williams
   Mr. [illegible] Edwards

RECEIVED
DEC 4 1958
FOR FILING

I-5-1(2)58

5319

December 4, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the North Grants Pass Interchange Section of the Pacific Highway in Josephine County, Contract No. 5319, in connection with Federal Aid Project No. I-5-1(2)58.

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. H. Probert
Office Engineer

Enclosures

DBP:lmr

A

RECEIVED
NOV 30 1958

FOR FILING

I-5-12151

5319

November 19, 1958

Coulter & Myrick
Attorneys at Law
P. O. Box 26
Grants Pass, Oregon

Attention: Mr. D. F. Myrick

Gentlemen:

I am writing in response to your request for information concerning access to Morgan Lane in the vicinity of the North Grants Pass Interchange.

I am enclosing herewith a sketch map showing the property you are concerned with, outlined in red, and the controlled access indicated in green. As you will note, access will be allowed from the remainder of the subject property to the "F9" Line, which is the proposed relocation of Morgan Lane.

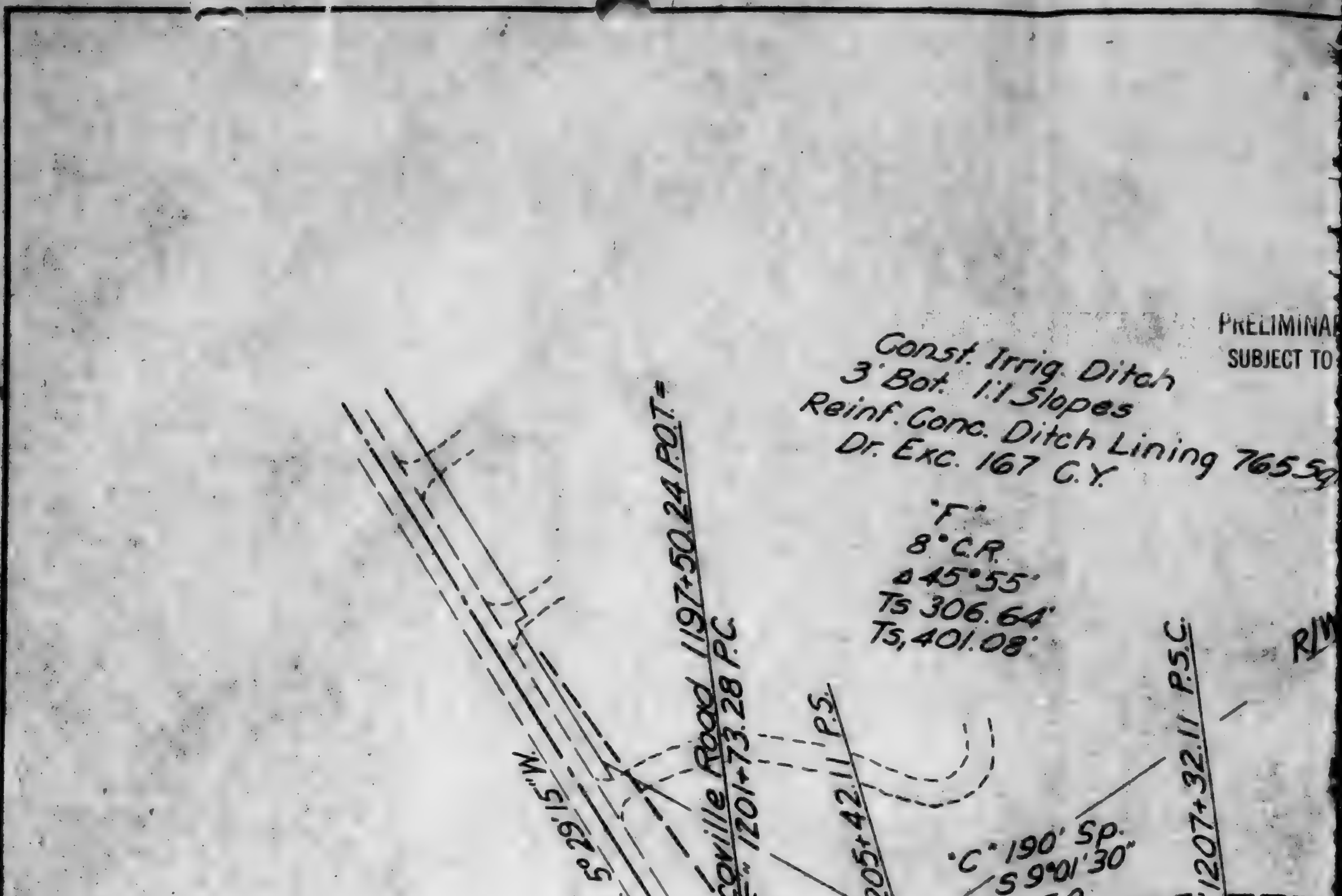
Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

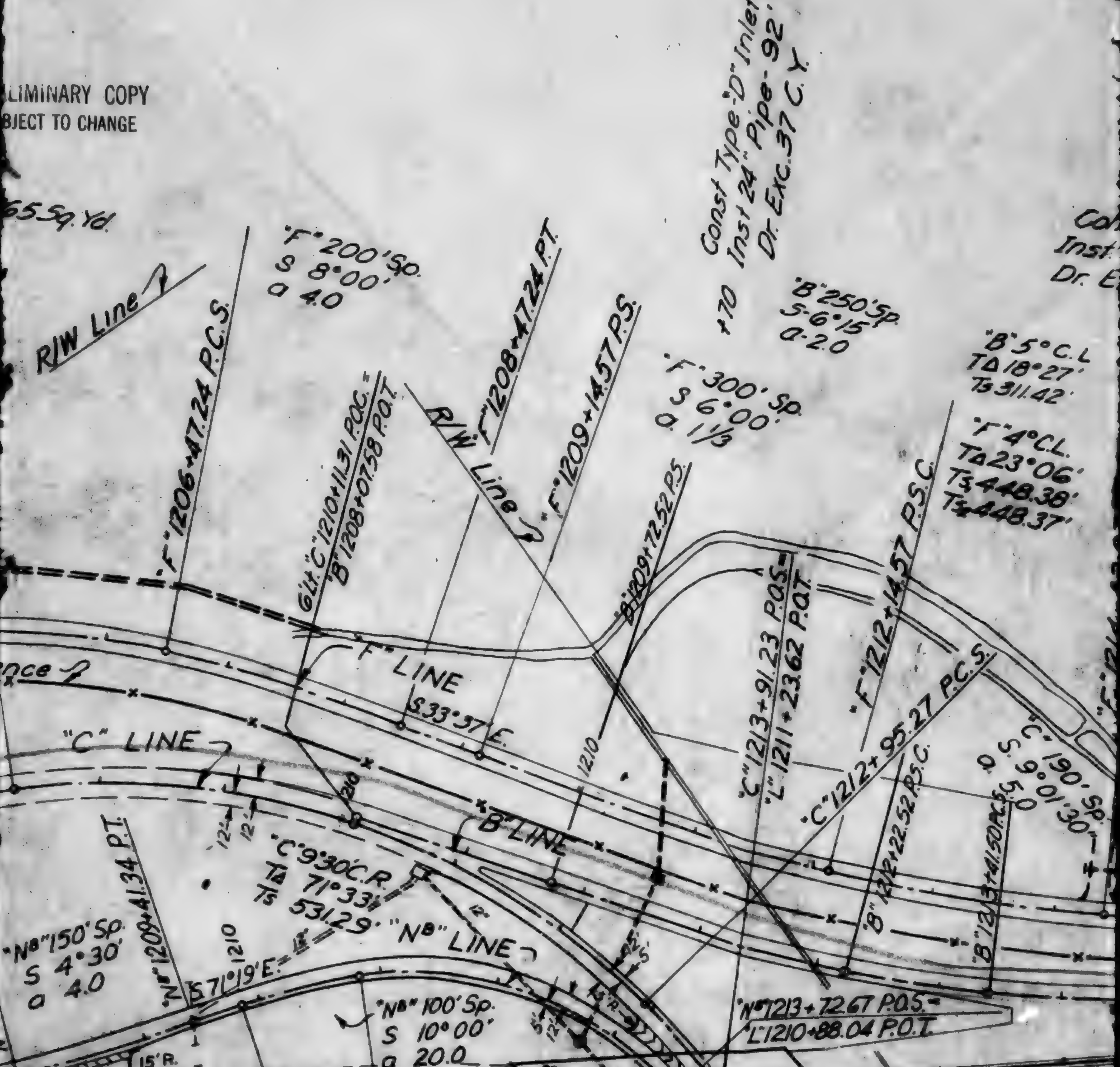
GKA:jp:ae

cc to: Forrest Cooper
Tom Edwards


PRELIMINAR
SUBJECT TO
Const. Irrig. Ditch
3' Bot. 1:1 Slopes
Reinf. Conc. Ditch Lining 765 Sq
Dr. Exc. 167 C.Y.
"F"
8° C.R.
Δ 45°55'
Ts 306.64'
Ts, 401.08'
R/W
Scoville Road "F" 1197+50.24 P.O.T.=
"F" 1201+73.28 P.C.
"L" 1197+76.48 P.C.
S. 5°29'15" W.
"C" 1205+42.11 P.S.
"C" 1207+32.11 P.S.C.
"C" 190' Sp.
S 9°01'30"
a 5.0
Const. Type 2 Fence
"N8" 6° C.L.
TΔ 12°49'
Ts 182.35'
Saln 29"x18" A.T.C.M.P. -38'
Dr. Exc 15 C.Y.
Inst. 18" Pipe -84'
Dr. Exc. 15 C.Y.
+04
Ext'g 6" Steel Pipe
"L" 1200+75 P.O.T.=
"N8" 1203+14.73 P.O.T. (28.2' Lt.)
"C" 1204+65.94 P.O.T.=
"L" 1199+03.02 P.O.C.S.
"N8" 1205+77.73 P.C.
"N8" 150' Sp.
S 4°30'
a 4.0
"N8" 1207+27.73 P.S.C.
"N8" 1207+91.34 P.C.S.
"N8" 15
S 4
a
"C"
"L" LINE
1200
84
+57
S. 58°30' E.

T.36 S. R.5 W.W.M.

LIMINARY COPY
BJECT TO CHANGE

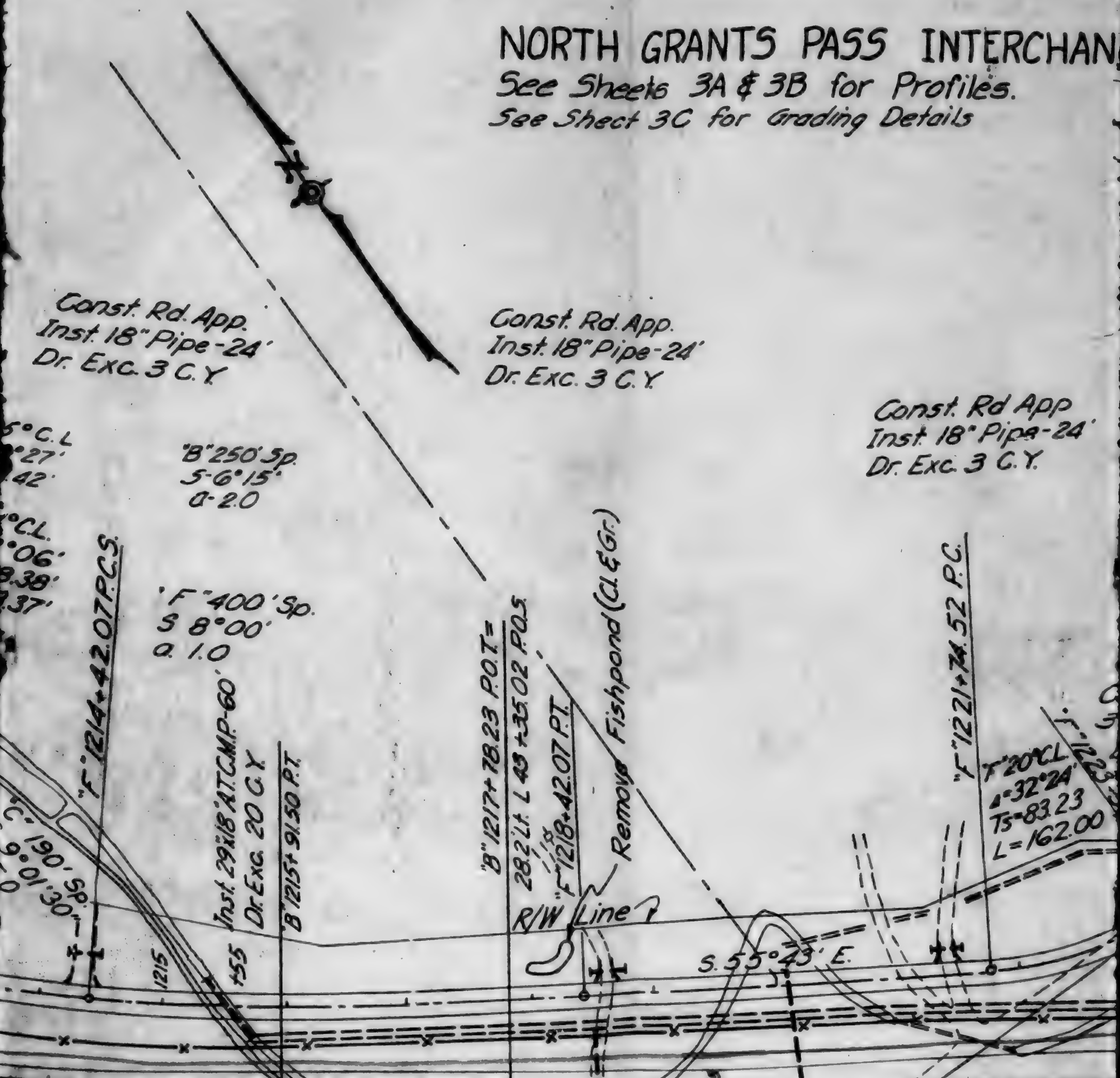


Const Type "D" Inlet
Inst 24" Pipe - 92'
Dr. Exc. 37 C.Y.
+70
Con
Inst
Dr. E
65 Sq. Yd.
R/W Line
"F" 200' Sp.
S 8°00'
a 4.0
"F" 1206+47.24 P.C.S.
6' Lt. "C" 1210+11.31 P.O.C.=
"B" 1208+07.58 P.O.T.
"F" 1208+47.24 P.T.
"F" 1209+14.57 P.S.
R/W Line
"B" 250' Sp.
S-6°15'
a-2.0
"F" 300' Sp.
S 6°00'
a 1 1/3
"B" 5° C.L.
TΔ 18°27'
Ts 311.42'
"F" 4° C.L.
TΔ 23°06'
Ts 448.38'
Ts 448.37'
"B" 1209+72.52 P.S.
"C" 1213+91.23 P.O.S.=
"L" 1211+23.62 P.O.T.
"F" 1212+14.57 P.S.C.
"C" 1212+95.27 P.C.S.
"C" 190' Sp.
S 9°01'30"
a 5.0
ence
"F" LINE
S 33°37' E.
"C" LINE
1210
1210
12'
12'
"B" LINE
"C" 9°30' C.R.
TΔ 71°33'
Ts 531.29'
"B" 1212+22.52 P.S.C.
"B" 1213+41.50 P.C.S.
"N^B" 150' Sp.
S 4°30'
a 4.0
"N^B" 1209+41.34 P.T.
1210
"N^B" LINE
S 71°19' E.
"N^B" 100' Sp.
S 10°00'
a 20.0
15' R.
12'
N^B 1213+72.67 P.O.S.=
"L" 1210+88.04 P.O.T.
"C" 1214+85.27 P.T. =

W.M.

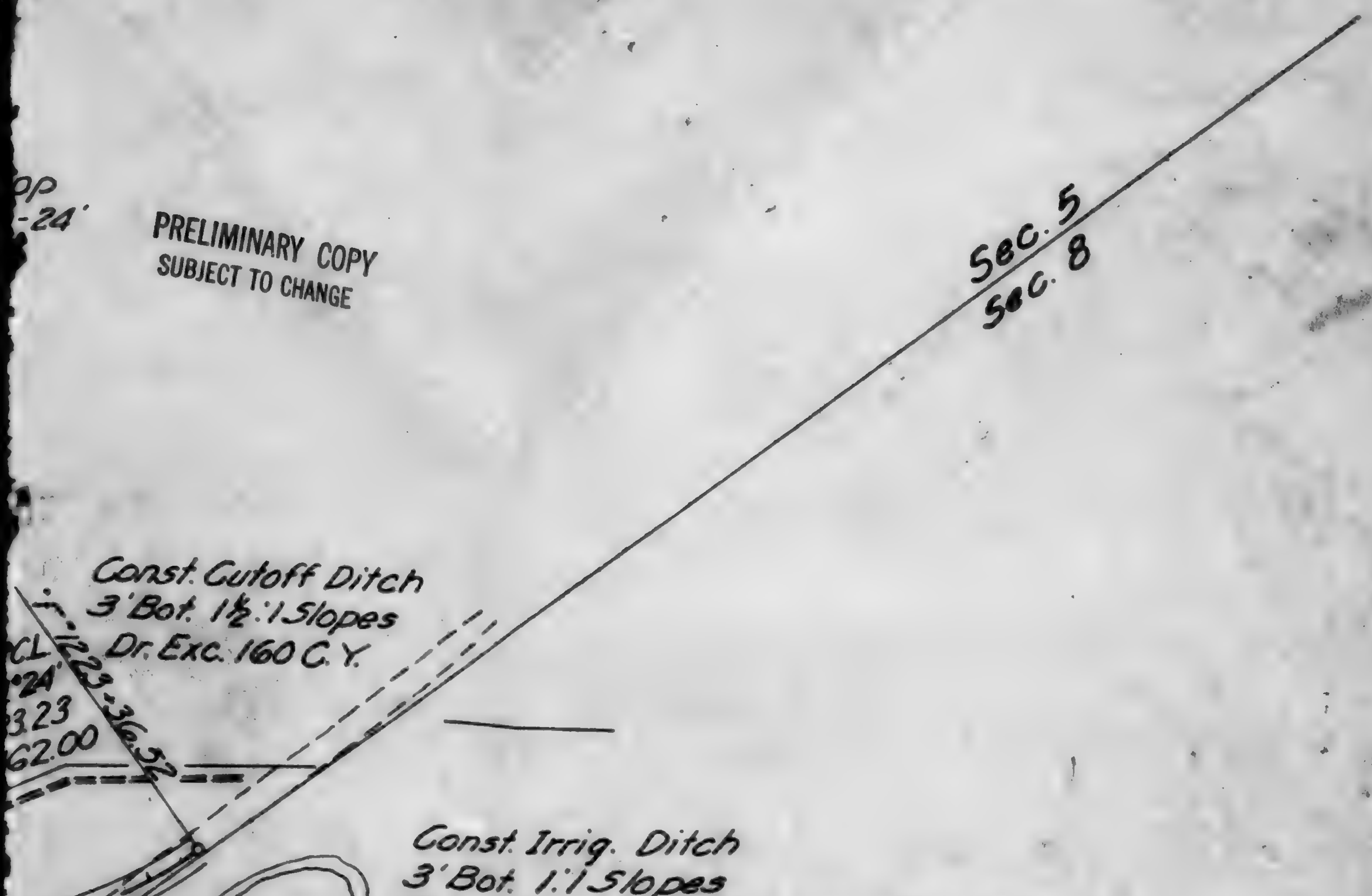
NORTH GRANTS PASS INTERCHAN

See Sheets 3A & 3B for Profiles.
See Sheet 3C for Grading Details


Const. Rd. App.
Inst. 18" Pipe-24'
Dr. Exc. 3 C.Y.
Const. Rd. App.
Inst. 18" Pipe-24'
Dr. Exc. 3 C.Y.
Const. Rd App.
Inst. 18" Pipe-24'
Dr. Exc. 3 C.Y.
5°C.L
°27'
.42'
"B" 250' Sp.
S-6°15'
a-2.0
°C.L.
°06'
3.38'
.37'
"F" 400' Sp.
S 8°00'
a. 1.0
"F" 1214+42.07 P.C.S.
"C" 190' Sp.
9°01'30"
.0
S.G.
1215
Inst. 29"x18" A.T.C.M.P.-60
Dr. Exc. 20 C.Y.
+55
"B" 1215+91.50 P.T.
"B" 1217+78.23 P.O.T. =
28.2' Lt. L 43+35.02 P.O.S.
"F" 1218+42.07 P.T.
Remove Fishpond (Cl. & Gr.)
R/W Line
S. 55°43' E.
"F" 1221+74.52 P.C.
"F" 20° C.L.
Δ=32°24'
Ts=83.23
L=162.00
"F" 1223
27 P.T. =
S. 55°11' E.

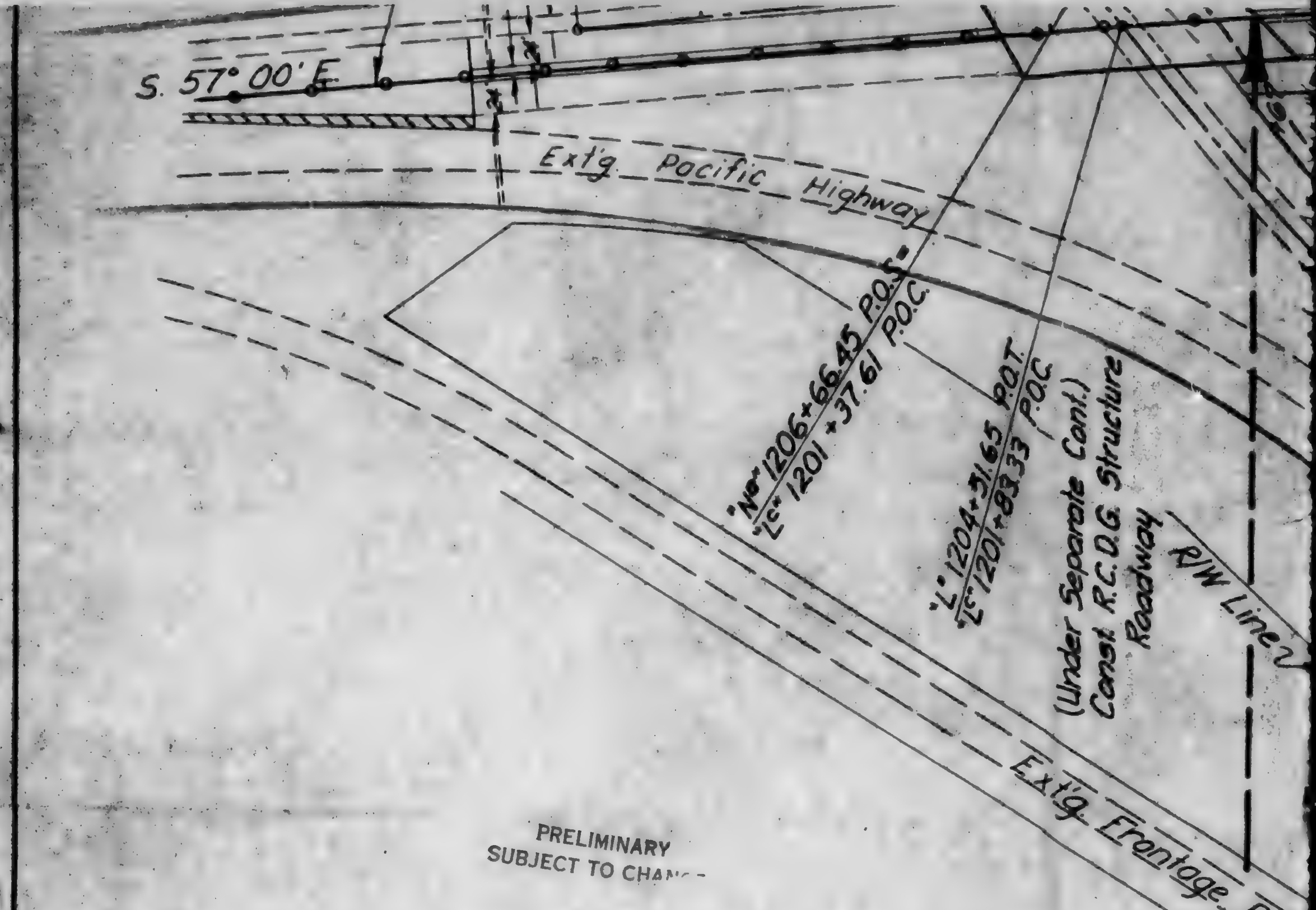
HANGE

GRANTS PASS-JACKSON CO. LINE SEC. PACIFIC HIGHWAY JOSEPHINE COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

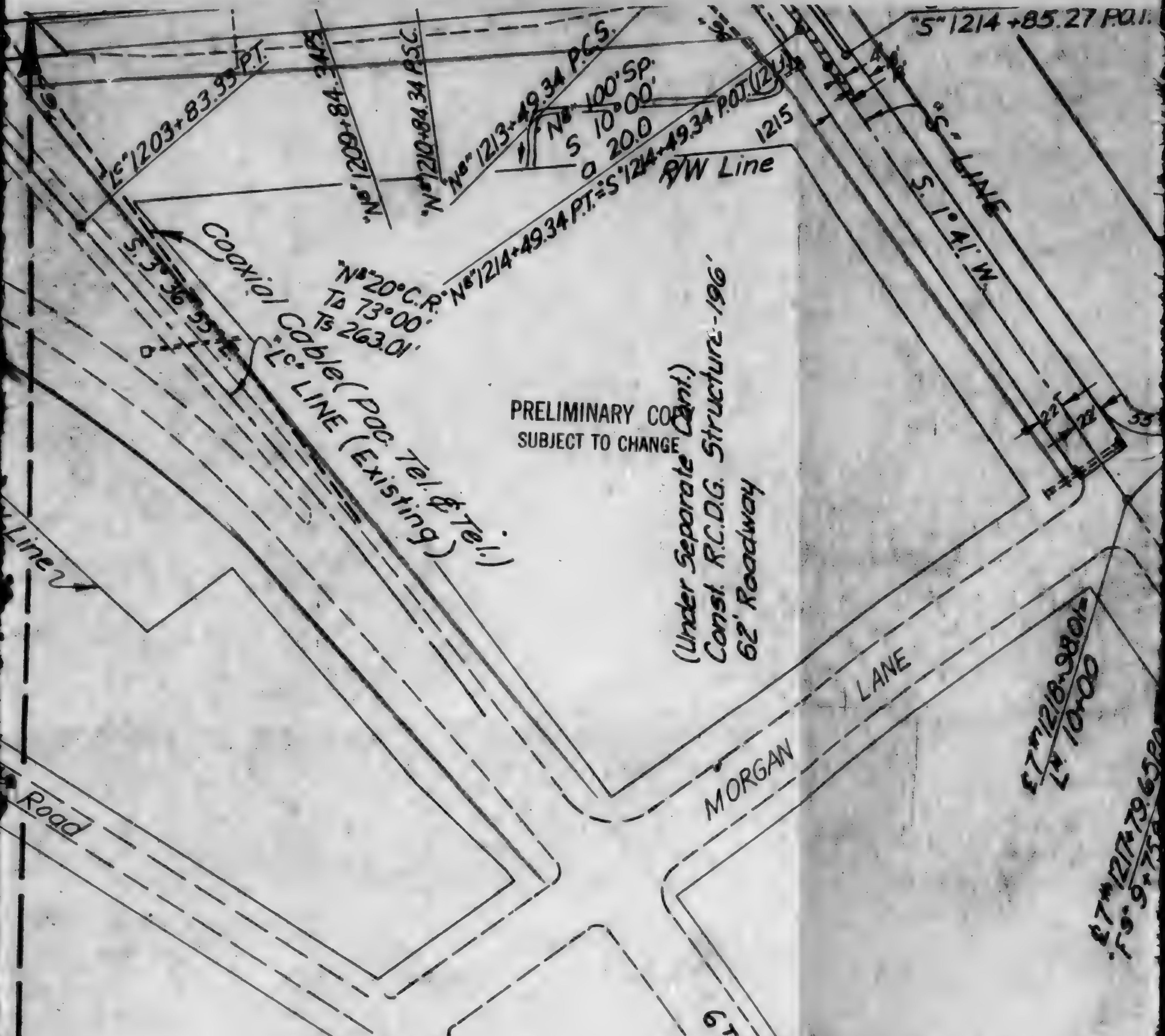


op
-24'
Sec. 5
Sec. 8
Const. Cutoff Ditch
3' Bot. 1½:1 Slopes
Dr. Exc. 160 C.Y.
CL
24'
3.23
62.00
1223+36.57
Const. Irrig. Ditch
3' Bot. 1:1 Slopes
Reinf. Conc. Ditch Lining 1378 Sq. Yd.
Dr. Exc. 356 C.Y.

PRELIMINARY COPY
SUBJECT TO CHANGE

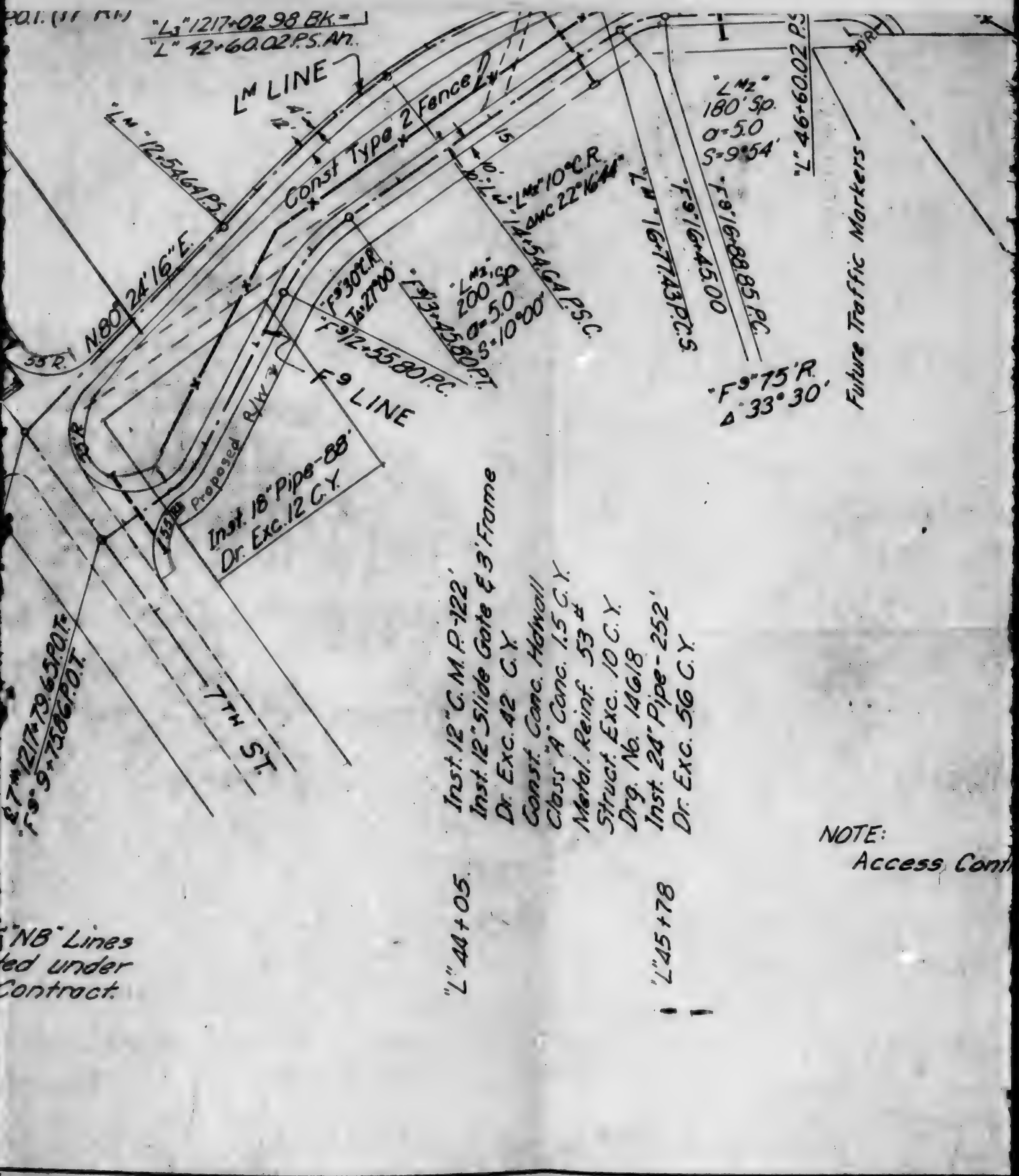

S. 57° 00' E
Ext'g. Pacific Highway
"N" 1206+66.45 P.O.S.
"L" 1201+37.61 P.O.C.
"L" 1204+31.65 P.O.T.
"L" 1201+83.33 P.O.C.
(Under Separate Cont.)
Const. R.C.O.G. Structure
Roadway
R/W Line
Ext'g. Frontage Road
BEGINNING OF PROJECT
Sta. 1205+67

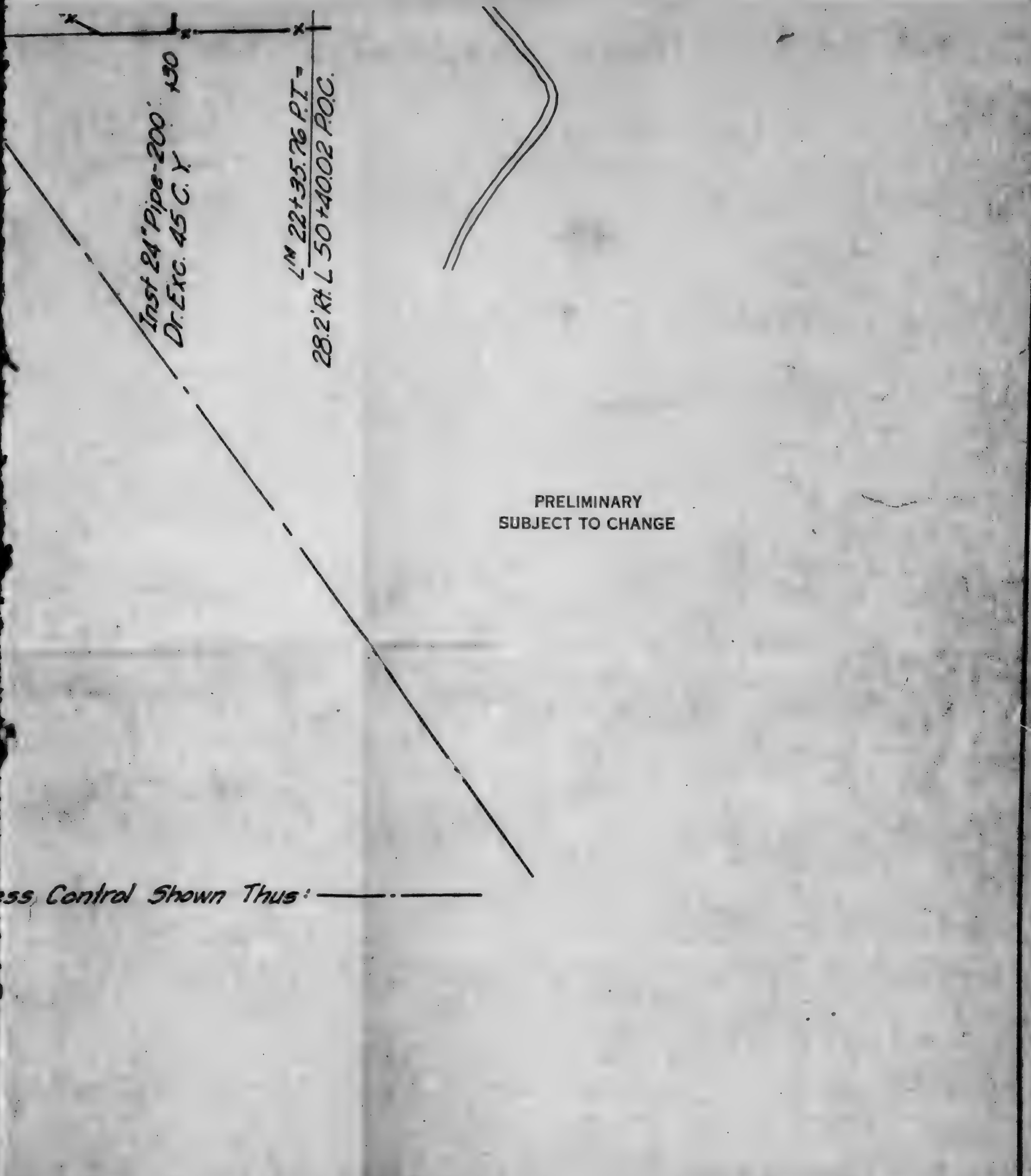
PRELIMINARY
SUBJECT TO CHANGE


"S" 1214+85.27 P.O.I.
"Lc" 1203+83.93 P.T.
"N8" 1209+84.34 P.S.
"N8" 1210+84.34 P.S.C.
"N8" 1213+49.34 P.C.S.
"N8" 100' Sp.
S 10°00'
a 20.0
"N8" 1214+49.34 P.T.="S" 1214+49.34 P.O.T. (121)
1215
R/W Line
"S" LINE
S. 1°41' W.
"N8" 20° C.R.
TΔ 73°00'
Ts 263.01'
S. 3°36' 55" E.
Coaxial Cable (Pac. Tel. & Tel.)
"Lc" LINE (Existing)
(Under Separate Cont.)
Const. R.C.D.G. Structure -196'
62' Roadway
22
22
35
Line
Road
MORGAN LANE
6TH ST.
℄ "7" 1218+98.01=
"L" 10+00
℄ "7" 1217+79.65 P
"F9" 9+75

PRELIMINARY CO
SUBJECT TO CHANGE

NOTE: "C", "S", & "NB"
Constructed U
Previous Cont

"L3" 1217+02.98 Bk.=
"L" 42+60.02 P.S. Ah.
LM LINE
"LM" 12+54.64 P.S.
Const Type 2 Fence D
N.80°24'16"E.
55'R.
55'R.
"LM" 10° C.R.
ΔMC 22°16'44"
"LM" 14+54.64 P.S.C.
"LM2" Sp.
200' Sp.
a=5.0
S=10°00'
"F9" 30°C.R.
Δ=27°00'
"F9" 13+25.80 P.T.
"F9" 12+55.80 P.C.
F9 LINE
Proposed R/W
Inst. 18" Pipe-88'
Dr. Exc. 12 C.Y.
"LM2" 16+77.43 P.C.S.
"F9" 16+45.00
"F9" 16+88.85 P.C.
"LM2"
180' Sp.
a=5.0
S=9°54'
"F9" 75' R.
Δ 33°30'
"L" 46+60.02 P.S.
Future Traffic Markers
30'R.
7TH ST.
"£7"=1217+79.65 P.O.T.
"F9" 9+75.86 P.O.T.
Inst. 12" C.M.P.-122'
Inst. 12" Slide Gate & 3' Frame
Dr. Exc. 42 C.Y.
Const. Conc. Hdwall
Class "A" Conc. 1.5 C.Y.
Metal. Reinf. 53 #
Struct. Exc. 10 C.Y.
Drg. No. 14G18
Inst. 24" Pipe-252'
Dr. Exc. 56 C.Y.
"L" 44+05
"L" 45+78
NOTE:
Access Cont
"NB" Lines
ded under
Contract.


Inst 24" Pipe-200'
Dr. Exc. 45 C.Y.
+30
L^M 22+35.76 P.T. =
28.2' Rt. L 50+40.02 P.O.C.
ss Control Shown Thus:

PRELIMINARY
SUBJECT TO CHANGE

COULTER & MYRICK
ATTORNEYS AT LAW
205-211 WING BUILDING - P. O. BOX 26
GRANTS PASS, OREGON

DONALD H. COULTER
DONALD F. MYRICK
JOSEPH J. BROWN

TELEPHONES
GREENWOOD 6-6627
GREENWOOD 6-3202

November 7, 1958

[illegible]
FORREST COOPER

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Re: Grants Pass — Morgan Lane

Dear Sir:

The undersigned requests information as to whether there will be north side access permitted to Morgan Lane from the property I have outlined in red on the enclosed map.

Information obtainable locally does not answer this question and so I have taken the liberty to write you directly.

Should some other office have this information, I would appreciate your forwarding this inquiry to them.

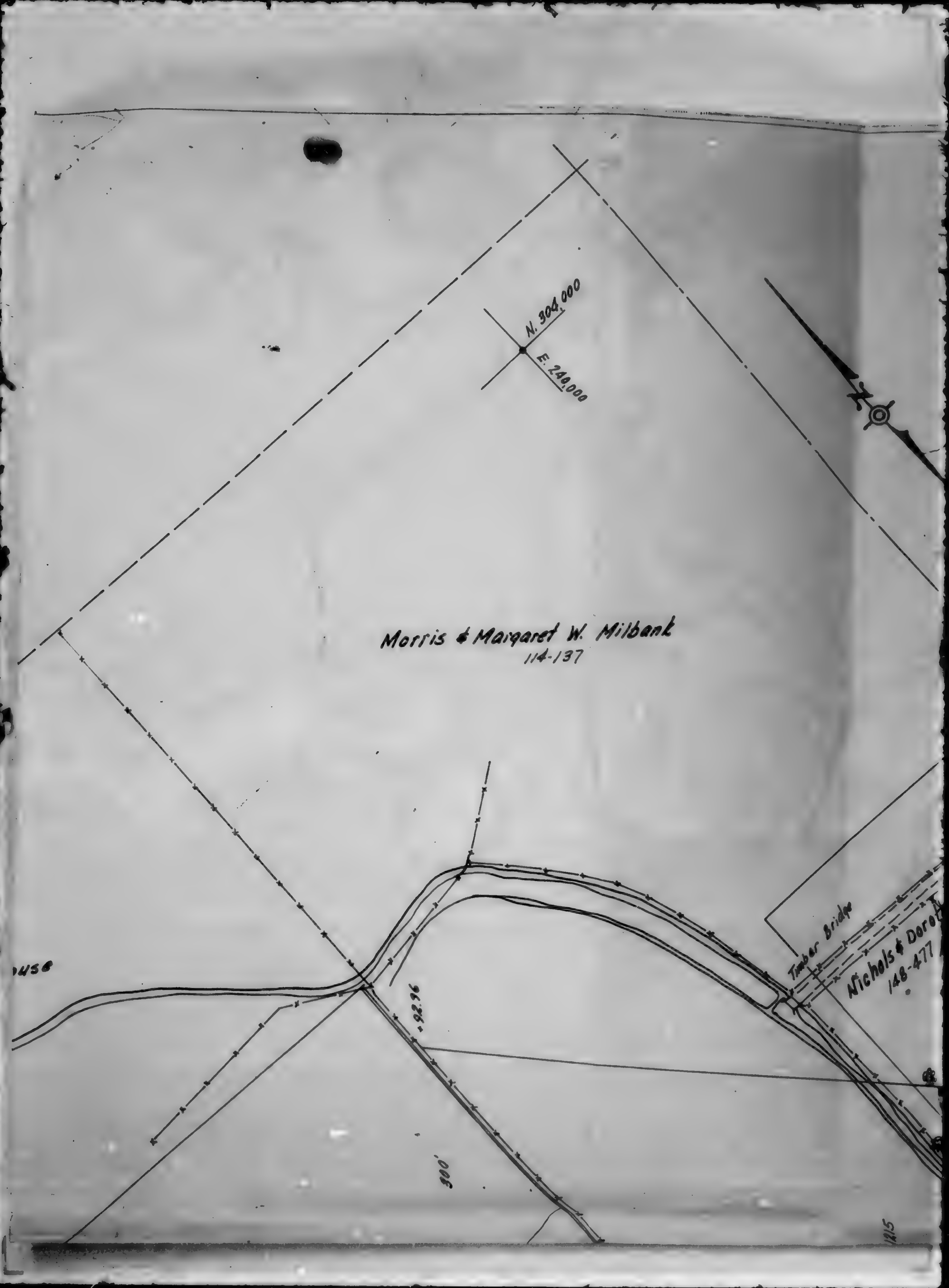
Very truly yours,

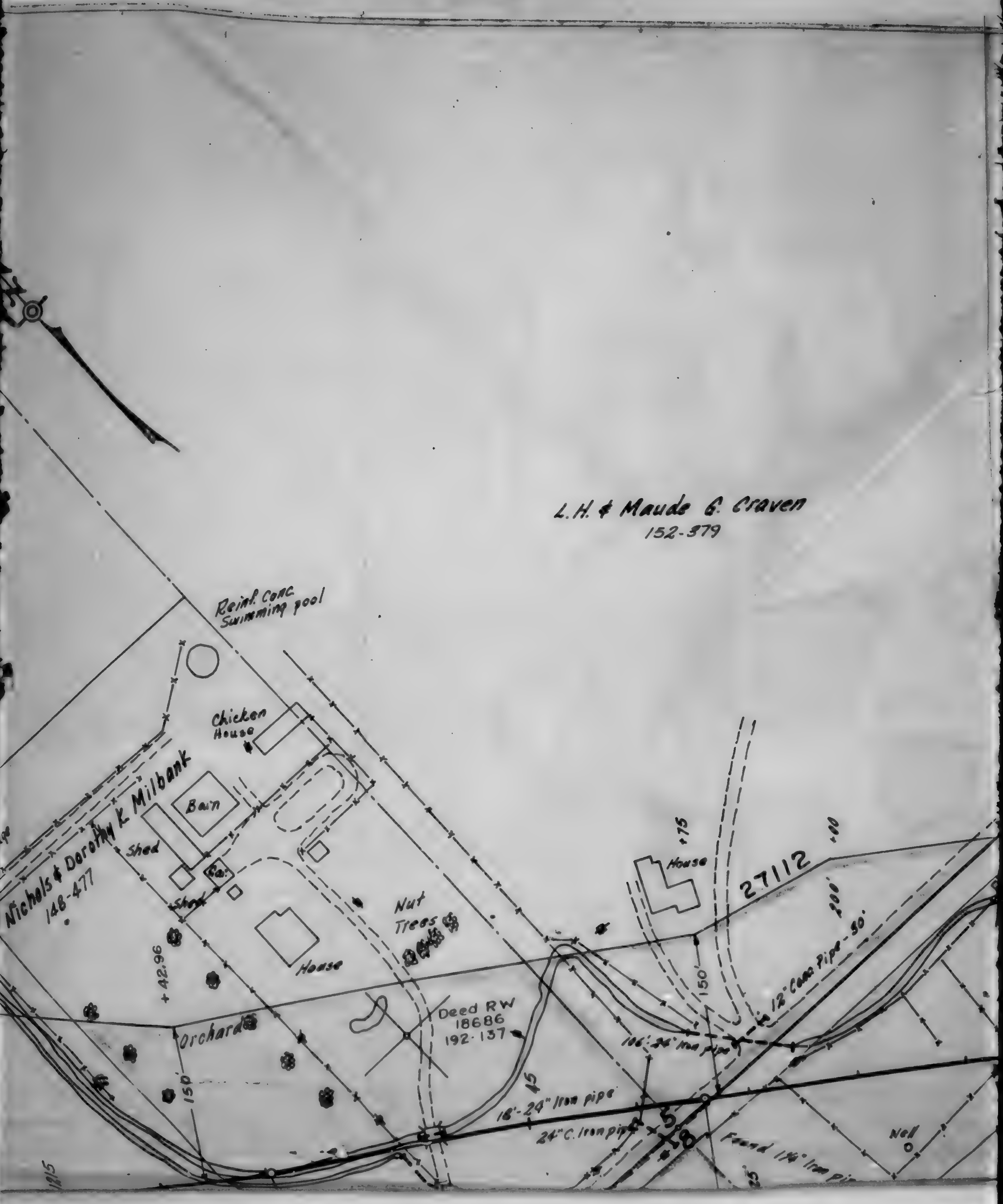
COULTER & MYRICK

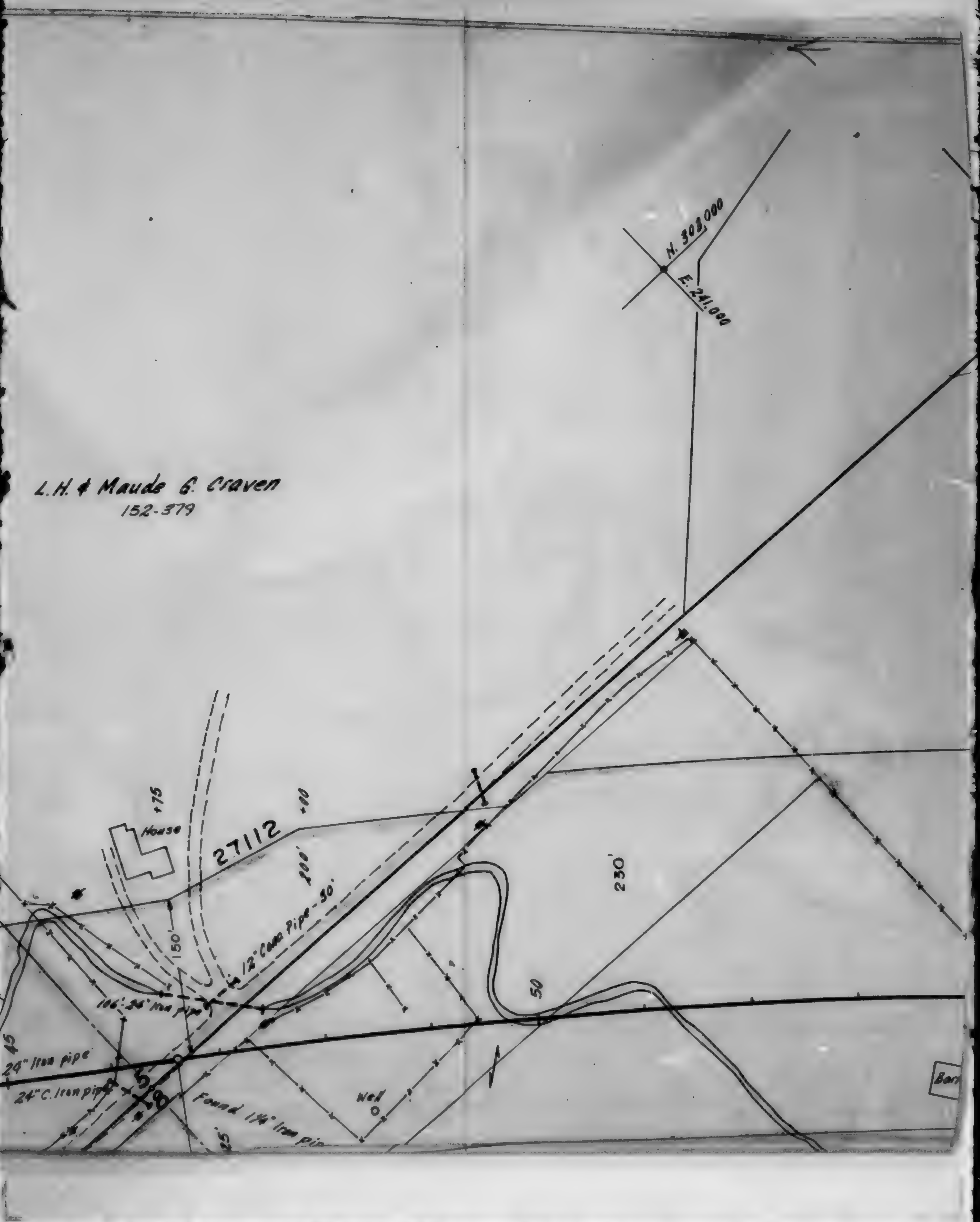
DFMyrick
D. F. MYRICK

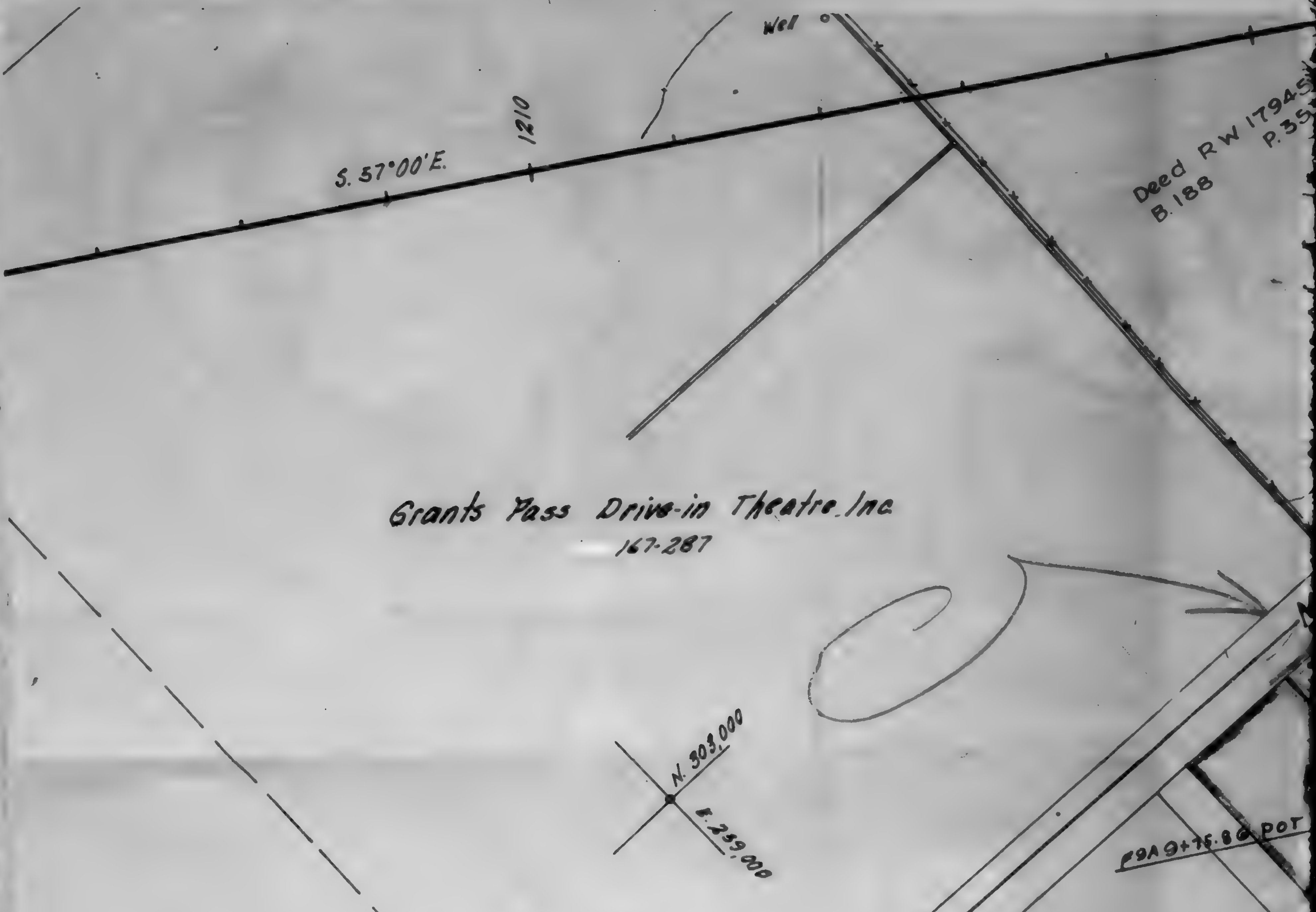
DFM:jh
Enclosure

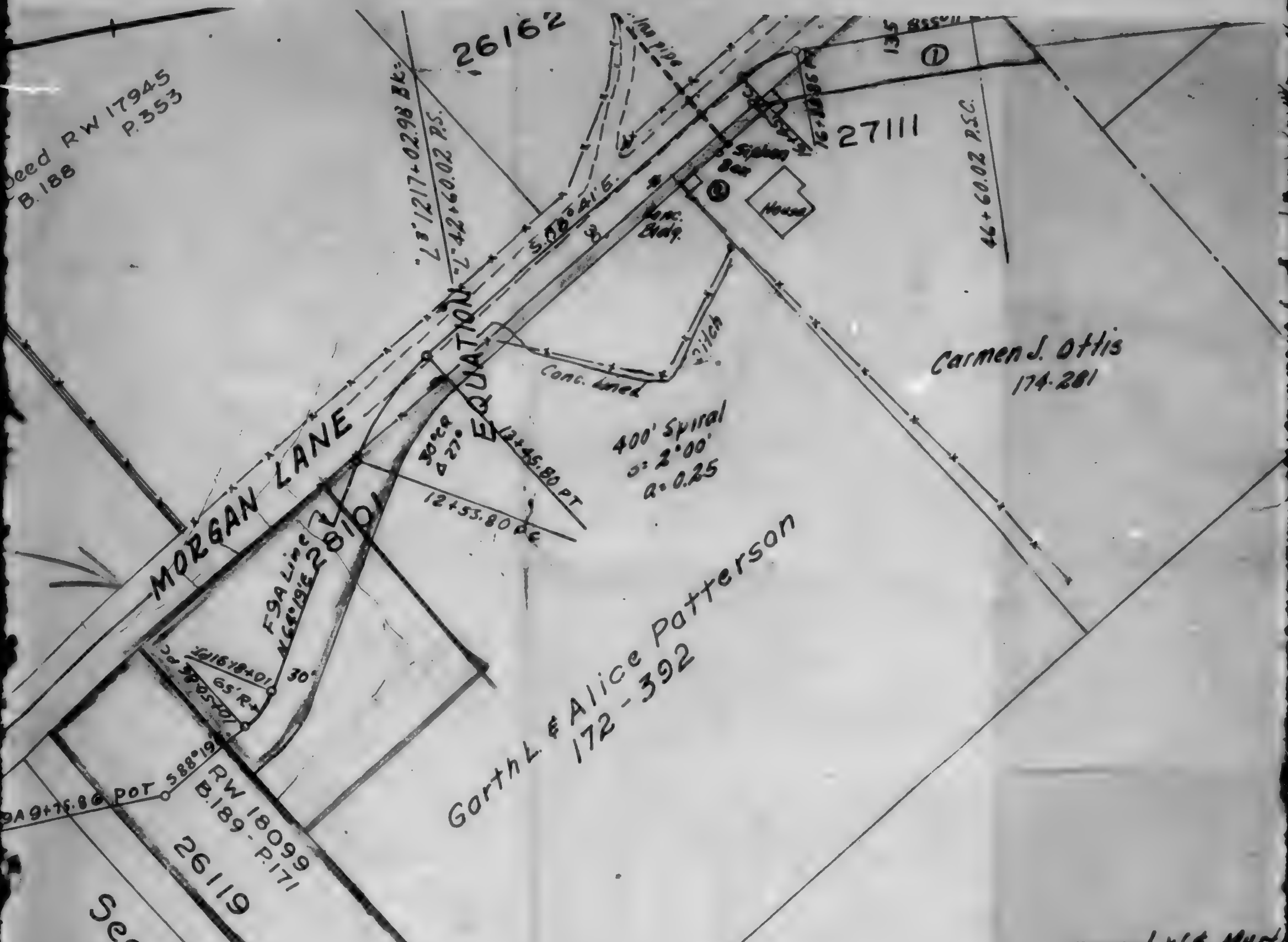
RECEIVED
[illegible] 10 1958
OREGON
STATE HIGHWAY COMMISSION

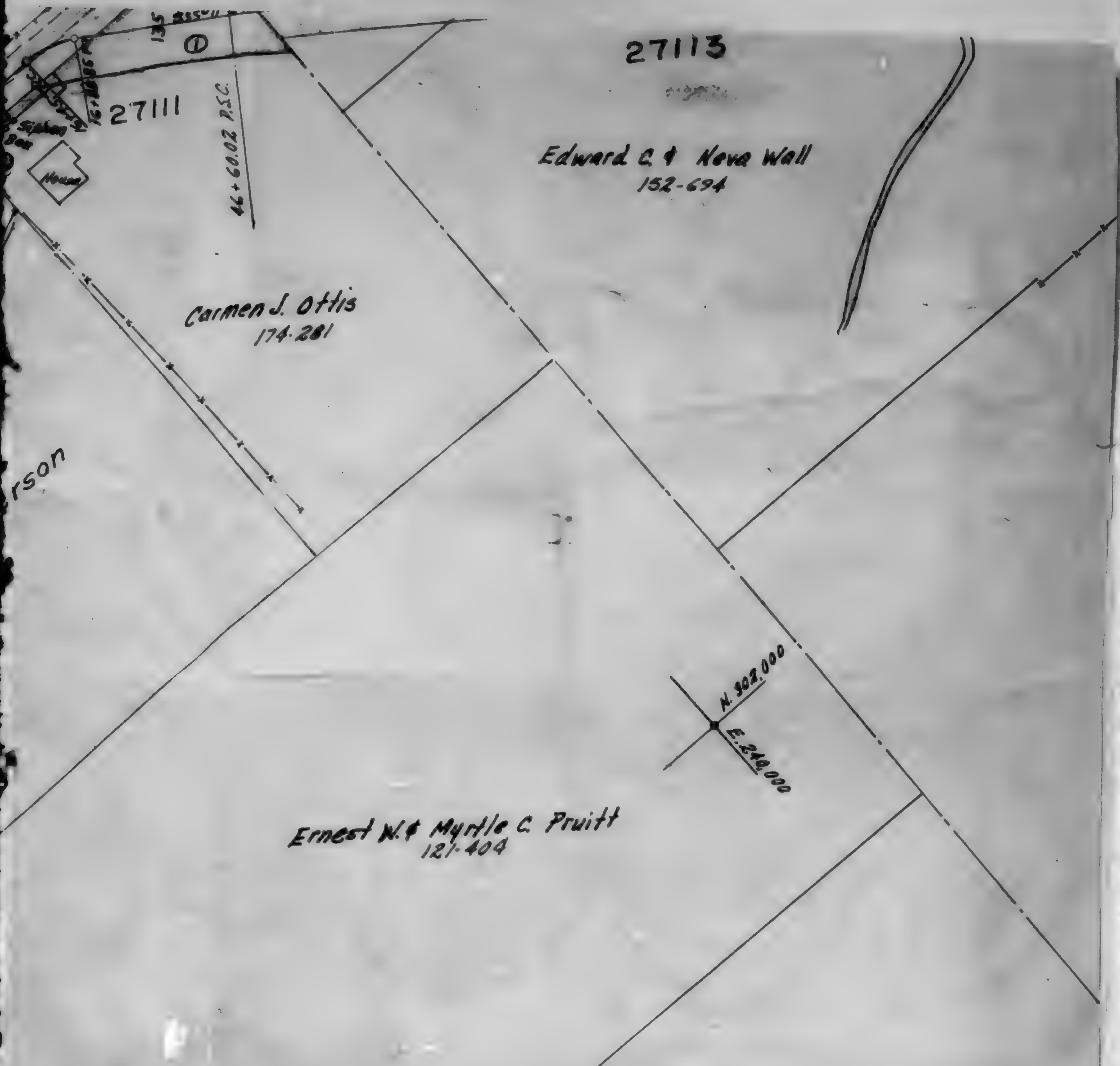

N. 304,000
E. 240,000
Morris & Margaret W. Milbank
114-137
ouse
92.96
300'
Timber Bridge
Nichols & Dorot
148-477
1215


L.H. & Maude G. Craven
152-379
Reinf. Conc.
Swimming pool
Chicken
House
Barn
Shed
Gar.
Shed
Nichols & Dorothy L. Milbank
148-477
Nut
Trees
House
+42.96
Orchard
150
Deed RW
18686
192-137
15
House
+75
+00
27112
100
150
12" Conc Pipe - 30'
106'-24" Iron pipe
18'-24" Iron pipe
24" C. Iron pipe
5
18
Found 1¼" Iron pipe
Well
1215


N. 308,000
E. 241,000
L.H. & Maude G. Craven
152-379
+75
House
27112
+00
200'
150'
12" Conc Pipe - 30'
230'
50
106' 24" Iron pipe
45
24" Iron pipe
24" C. Iron pipe
5
8
Found 1¼" Iron pip
Well
25
Barn


Well
1210
S. 57°00'E.
Deed R W 17945
B. 188
P. 35
Grants Pass Drive-in Theatre, Inc
167-287
N. 303,000
E. 239,000
P9A 9+75.80 POT
See
N
5
6
8
7
N. 302,848.79
E. 237,465.24
2" Iron Pipe


Deed RW 17945
B.188 P.353
26162
L 8' 1217+02.98 Bk.
L 42+60.02 P.S.
Gas pipe
135 85S°11
①
27111
46+60.02 P.S.C.
Siphon Box
House
Conc. Bldg.
S.56°41'E.
EQUATION
Ditch
Conc. Lined
Carmen J. Ottis
174-281
400' Spiral
D= 2°00'
a= 0.25
30c.c. Δ 27°
12+45.80 PT
12+53.80 P.C.
MORGAN LANE
28101
F9A Line N.66°19'E.
30°
65' Rt.
9A 9+15.86 POT S.88°19'
RW 18099
B.189-P.171
26119
Garth L. & Alice Patterson
172-392
See 8B-4-13
Ernest W. & Myrtl
121-40


27113
Edward C. & Neva Wall
152-694
①
27111
House
46+60.02 P.S.C.
Carmen J. Ottis
174-281
rson
N. 302,000
E. 240,000
Ernest W. & Myrtle C. Pruitt
121-404

SEP 15 1958

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1958

SUBJECT: Claim of Pacific Telephone and Telegraph Company for lowering coaxial cable on Scoville Road in Grants Pass.

To: W. C. Williams
State Highway Engineer

OFFICE

REFERRED TO
Cooper
[illegible]

There is attached hereto, a copy of a letter received from R. E. Anderson, Superintendent of Construction and Plant Engineering.

I presume this matter should be directed to Mr. Tom Edwards but I felt perhaps I should send it through your office first.

L. I. Lindas
L. I. LINDAS
Chief Counsel

LIL:mmb
Att.

CONSTRUCTION DIVISION
RECEIVED
NOV 19 1958
NOTED-- ☒ ☐ ☐ ☐ ☐
CE ACE ACE Cut
CBaker

REFERRED TO
Edwards
BY DEPUTY STATE HIGHWAY ENGINEER

Please handle this
P.T&T. letter not answered [illegible]
Coop

RECEIVED
NOV 14 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Young
Baker - advise

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

RECEIVED
[illegible]

PORTLAND: November 3, 1958

Oregon State Highway Department
Construction Division
Salem, Oregon

Attention: Construction Engineer

Dear Sir:

In April of 1957 we were required to lower our conduit and coaxial cable on Scoville Road in Grants Pass, Oregon in connection with the construction of the N. Grants Pass Interchange, your Job #9. This work was completed in June 1957 at a cost of $9992.27. In as much as these telephone facilities were on a public thoroughfare this expense was borne by this company.

Subsequent to the completion of this work letters dated April 22, 1958 and September 9, 1958 and more recently detailed plans indicate that due to a change in highway plans it will be necessary to replace this same section of conduit and coaxial cable at an estimated cost of $6990.

In view of the fact that we moved our facilities and placed them at a location required by the Highway Department, it is felt that the expense of this additional change now requested by you should be borne by the Highway Department. We are therefore requesting a letter of authorization to reimburse this company for the cost of this replacement which is detailed on the attached sheet.

Yours very truly,

R. E. ANDERSON

R. E. Anderson
Superintendent of Construction
and Plant Engineering

Attachment:

cc:J.W. DeSouza
G.L. Roberts

Called Anderson 2/6/59 - offered
50-50 compromise to [illegible].

[illegible]

Cost of Labor	$2,159.00
Construction Overhead Costs	1,027.00
Engineering Costs	1,021.00
Material & Supplies	1,384.00
496' of 101 pair cable	
496' of 32 quad 19 gauge + 8 pair 16 + 8 Conductors 19 gauge	
487' Conduit -4 ducts	
Supplies Expense	81.00
Motor Vehicle	404.00
Contractors Bills	2,240.00
	$8,316.00
Credits	1,326.00
TOTAL ESTIMATED BILLING	$6,990.00

RECEIVED
OCT 14 1958
FOR FILING

I 5-1(2)58
5319

FORM E-133 5M

COMMISSIONERS
M. K. McIVER,
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 13, 1958

Hughes & Dodd Co. and
Tru-Mix Equipment Co.
P. O. Box 1147
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5319, awarded Sept. 11, 1958, for grading and paving on the North Grants Pass Interchange Section of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 26 1958
FOR FILING

September 25, 1958

County Court of Josephine County
Court House
Grants Pass, Oregon

Gentlemen:

We are enclosing for the records and files of Josephine County a fully executed copy of a Throughway Agreement between the State Highway Commission and Josephine County covering the North Grants Pass Interchange Section on the Pacific Highway.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

ra
Enc. 1

9

RECEIVED
SEP 29 1958
FOR FILING

I 5-1(2)58

5319

MISC. CONTRACTS and
AGREEMENTS No. 2914

Salem, Oregon
September 25, 1958

Throughway Agreement, Josephine County
North Grants Pass Interchange Section
Pacific Highway

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached is a conformed copy of a Throughway Agreement with Josephine County covering the North Grants Pass Interchange Section on the Pacific Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Josephine County.

Secretary

rm
Attach: 1

FORM E-30 50M 8-57—6303

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1958

SUBJECT: Throughway Agreement, Josephine County
North Grants Pass Interchange Section
Pacific Highway

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Commission on 10/31/57.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Sept 17, 1957

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-58 Min. Page 29068
Secretary

FORM E-30 25M 9-51 83218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1958

SUBJECT: Throughway Agreement
North Grants Pass Interchange
Section of the Pacific Highway
Josephine County

To: G. S. Paxson
Assistant State Highway Engineer

OFFICE

Attached hereto, are six copies of the above entitled throughway agreement as per request of August 20, 1958.

Additional copies of this agreement are available.

Richard C. Bemis
RICHARD C. BEMIS
Staff Attorney

RCB:mmb
Att.
cc: L. I. Lindas

RECEIVED
SEP 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

5319

September 12, 1958

Hughes & Dodd Company &
Tru-Mix Equipment Company
P. O. Box 246
Medford, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, awarded to you State Highway Contract No. 5319 for grading and paving North Grants Pass Interchange Section of the Pacific Highway in Josephine County.

This award was based on your bid of $114,340.00 which was the low bid submitted to the Commission on September 9, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
SEP [illegible] 1958
FOR FILING
I-5-1(2)58

5319

When replying, refer to
08-35.4-0

September 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5319 for Oregon Project I-5-1(2)58, North Grants Pass Interchange Section of the Pacific Highway, to Hughes & Dodd Co. and Tru-Mix Equipment Co. of Medford, Oregon, low bidder in the amount of $114,340.00 at the September 9, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

Orig to SHP

FORM E-123-X 25M 9-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 17 1958
FOR FILING

J 5-1(2)5

5319

September 9, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Company
Coaxial Cable Adjustment
North Grants Pass Interchange
Pacific Highway
Josephine County

Gentlemen:

Bids on the above titled project are being received today and certain of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as soon as may be practicable.

The adjustment involves the lowering of your existing coaxial cable for the construction of a connection of the highway "C" line to the existing Scoville County Road. This cable was originally placed on the right of way of the Scoville County Road so that it will be your obligation to make the necessary adjustment without reimbursement.

Further details of the work may be secured from Mr. G. E. Roberts, Box 306, Grants Pass, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

[redacted]
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. Frank Morgan
Mr. G. E. Roberts

NOTED
FORREST COOPER

RECEIVED
SEP 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-5-1(2)58
5319

When replying, refer to:
08-B5.4

August 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-1(2)58, North Grants Pass Interchange Section of the Pacific Highway, Josephine County (Grading and Paving).

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
[illegible]

I-5-4(21) Tallman Branch & Bond 1958
212 Butte O'Xings
#5320

R. R. 500 11-19-58

RR-496

RECEIVED
APR - 5 1960
FOR FILING

I 5 4 (21)212

5320

April 5, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Peter Kiewit Sons' Co., on contract #5320 for the Tallman Branch and Bond Butte RR Overcrossings on the Santiam Jct.-Lane County Section of Pacific Highway in Linn County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $315,832.64, including the post-final payment of $2,830.88. There was no force account work performed in connection with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
H. A. Petersen Agency
Yeon Bldg.,
Portland 4, Oregon

RECEIVED
JAN 11 1950
FOR FILING

J 5-4 (21) 212

5320

January 8, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5320 for construction of the Tallman Branch and Bond Butte RR Overcrossings on the Santiam Jct.-Lane County Section of Pacific Highway in Linn County was completed by the contractor, Peter Kiewit Sons' Co., on December 15, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $16,858.54 will be released to the contractor after acceptance by the Commission. The total contract amount is $313,001.76, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson Agency
Yeon Bldg.,
Portland 4, Oregon

Contract No 5320

RECEIVED
DEC 19 1958
FOR FILING

Monthly Transaction No. 12-60	Fo 1-2 (5-28-57) S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
		County **Linn**
Project Report No. I-5-4(21)212	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-5-4(21)212**

5320

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Santiam Junction-Lane County Line Section (structures) of the Pacific Highway. Approx. 2 Mi. South of Albany on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8-25-58	0.098
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 346,108.00	$ 319,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 18, 1958**

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Santiam Junction-Lane County Line Section, Project No. I-5-4(21)212.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

Oregon State Highway Department

Federal Aid
Project No.I-5-4(21)212

SANTIAM JUNCTION-LANE COUNTY LINE SECTION
(STRUCTURES) OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 24, 1958

Type Code X121
Tallman Branch Overcrossing (Sta. 1231+60.45 to Sta. 1233+94.45)(Contract No. 5320)

Structural Excavation	800	cu. yds.	$ 2.00	$ 1,600.00
Furnished Treated Timber Piling	6,720	lin. ft.	1.35	9,072.00
Drive Timber Piles	172	only	45.00	7,740.00
Class "A" Concrete	968	cu. yds.	69.00	66,792.00
Metal Reinforcement	265,000	lbs.	.13	34,450.00
8-inch Metal Drain Pipe	300	lin. ft.	3.00	900.00
				$120,554.00

Type Code X121
Bond Butte Overcrossing (Sta. 2254+34.7 to Sta. 2257+16.7)(Contract No. 5320)

Shoring, Cribbing, Etc.	All	Required		$ 5,700.00
Structural Excavation	1,800	cu. yds.	$ 2.00	3,600.00
Excavation Below Elevation Shown	200	cu. yds.	10.00	2,000.00
Furnish Treated Timber Piling	1,980	lin. ft.	1.40	2,772.00
Drive Timber Piles	36	only	55.00	1,980.00
Class "A" Concrete	1,901	cu. yds.	60.00	114,060.00
Metal Reinforcement	459,600	lbs.	.13	59,748.00
8-inch Metal Drain Pipe	300	lin. ft.	3.00	900.00
				$190,760.00
Work by Western Union Co.	All	Required		1,730.00
Work by S. P. Company	all	Required		1,600.00
		Subtotal		$314,644.00
		10% Engr. & Cont.		31,464.40
		Total		$346,108.40

Length of 2 Structures - - - - 0.098 Mile

Federal Funds	$319,700.00
State Funds	26,408.40
	$346,108.40

State Funds for Const.: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

State Funds for Maint.: Chap 529, laws 1939

SANTIAM JUNCTION-LANE COUNTY LINE SECTION

Project No. I-5-4(21)212

Estimate of cost of work to be done by Southern Pacific Co.

Install and Remove Telltales	$1,310.00	
Freight	2.00	
Material Handling	14.00	
Vacation, Holiday Pay, Insurance, Etc.	260.00	
Accounting and Billing	80.00	
Contingencies	174.00	
Salvage Credit	-240.00	cr.
	$1,600.00	
Use	$1,600.00	

Estimated costs of work to be done by Western Union Company

Labor	$1,453.00	
Materials	525.00	
Miscellaneous	96.00	
Salvage Credit	-337.00	cr.
	$1,737.00	
Use	$1,730.00	

Oregon State Highway Department

Federal Aid
Project No. I-5-4(21)212

SANTIAM JUNCTION-LANE COUNTY LINE SECTION

(STRUCTURES) OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 20, 1958

Type Code X121
Tallman Branch Overcrossing (Sta. 1231+60.45 to Sta. 1233+94.45)

Structural Excavation	800 cu. yds.	$10.00	$ 8,000.00
Furnish Treated Timber Piling	6,720 lin. ft.	1.50	10,080.00
Drive Timber Piles	172 only	65.00	11,180.00
Class "A" Concrete	968 cu. yds.	70.00	67,760.00
Metal Reinforcement	265,000 lbs.	0.13	34,450.00
8-inch Metal Drain Pipe	300 lin. ft.	4.00	1,200.00
			$132,670.00

Type Code X121
Bond Butte Overcrossing (Sta. 2254+34.7 to Sta. 2257+16.7)

Shoring, Cribbing, Etc.	All Required	$	$ 4,000.00
Structural Excavation	1,800 cu. yds.	8.00	14,400.00
Excavation Below Elevation Shown	200 cu. yds.	15.00	3,000.00
Furnish Treated Timber Piling	1,980 lin. ft.	1.50	2,970.00
Drive Timber Piles	36 only	70.00	2,520.00
Class "A" Concrete	1,901 cu. yds.	75.00	142,575.00
Metal Reinforcement	459,600 lbs.	0.13	59,748.00
8-inch Metal Drain Pipe	300 lin. ft.	4.00	1,200.00
			$230,413.00
Work by Western Union Co.	All Required		4,300.00
Work by S.P. Company	All Required		2,000.00
	Subtotal		$369,383.00
	10% Engr. & Cont.		36,938.30
	Total		$406,321.30

Length of 2 Structures . . . . 0.098 Mile

Federal Funds.	$375,000.00
State Funds.	31,321.30
	$406,321.30

RECEIVED
NOV 20 1958
FOR FILING
I-5-4(21)212

5320

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 19, 1958
Salem Office

RAILROAD COMPANIES
FILE No. 496

SUBJECT: Pux 240 & R-25491
Tallman Branch O-Xings
S.P. Co. (Linn Co.)

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you for your records duplicate executed copy of agreement with Southern Pacific Company covering the above titled project.

Distribution of copies of the instrument have been made as indicated below.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Tom Edwards (2)
Mr. I. A. DeFrance (2)
Mr. J. D. Walker (2)

RECEIVED
NOV 21 1958
FOR FILING

I-5-4(21)212

5320

RAILROAD COMPANIES
FILE No. 500

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 19, 1958
Salem Office

SUBJECT: Pux 240 & R-25491
Tallman Branch O-Xings
S.P. Co. (Linn Co.)

To: Mr. E. F. Saling
Right of Way Office Manager
Office

Herewith I hand you copy of easement agreement with Southern Pacific Company covering the above titled project. After being recorded the instrument should be forwarded to Mr. Query for his records.

Copies of the instrument have been distributed as indicated below.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. G. S. Paxson ✓
Mr. P. M. Stephenson
Mr. I. A. DeFrance (2)
Mr. Tom Edwards (2)
Mr. J. D. Walker (2)

4

FORM 2-128 9M

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 14 1958
FOR FILING

I 5-4(21)212

5320

Oct. 13, 1958

Peter Kiewit Sons' Company
215 South V Street
Vancouver, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5320, awarded Sept. 11, 1958, for Tallman Branch and Bond Butte R.R. Overcrossings on the Santiam Junction-Lane County Line Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

IDAHO
MONTANA
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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.6

September 18, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is to your letter of September 16, 1958 concerning proposed work by the Western Union Telegraph Company on the Tallman Branch and Bond Butte Overcrossings, Project I-5-4(21)212.

You have our approval as of this date to charge the cost of this work, in accordance with PPM 30-3, to the project.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Project
Copy to Merchant

A

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SEP 13 1958
FOR FILING

I-5-4(21) 21

5320

September 18, 1958

Mr. W. H. Jackle
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Dear Mr. Jackle:

A few days ago we forwarded to you copies of the agreement between the State and the Southern Pacific Company covering the Tallman Branch and Bond Butte overcrossings of your tracks south of Albany. This agreement has been signed by the State Highway Commission and is ready for your completion.

Some question has arisen as to the use of the supplemental agreement between our contractor and the railroad company which has been used in past projects. It is our understanding that this procedure would be followed until such time as the proposed insurance specifications are adopted. We have included in our contract with our contractor the requirement that he enter into this agreement with the Southern Pacific Company and, in view of the inclusion of this requirement in our contract, we would prefer that the old procedure be followed on this project.

For your information I am attaching a copy of our contract with Peter Kiewit Sons' Company, the contractor on this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

Attach.
GSP:gm
cc Mr. L. R. Smith
Mr. W. C. Williams

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SEP 15 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5 4(21)
812
5[illegible]

CERTIFIED MAIL

September 12, 1958

Mr. W. M. Jackle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Pux 240 & R-25491
Tallman Branch O-Xings
S.P. Co.
Linn County

Dear Mr. Jackle:

Herewith I hand you original and first copy of easement agreement and original and first copy of construction agreement covering the above titled project. All copies have been executed by the Highway Commission and the copies of the easement have been acknowledged.

When the State's executed copy is returned, it is requested that we be furnished with ten additional prints of Drawing A-1130 attached to the construction agreement.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:HH
ENCL.
cc: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Tom Edwards
Mr. J. D. Walker

NOTED
FORREST COOPER

RECEIVED
SEP 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 15 1958
FOR FILING

I-5 4 (B) [illegible]

5340

September 12, 1958

Peter Kiewit Sons' Company
P. O. Box 177
Vancouver, Washington

Gentlemen:

The State Highway Commission on September 11, 1958, awarded to you State Highway Contract No. 5340 for construction of Tallman Branch and Bond Butte Overcrossings in Linn County.

This award was based on your bid of $311,314.00 which was the low bid submitted to the Commission on September 9, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 16 1958
FOR FILING

I-5-4(21)212

5320 When replying, refer to
08-35.4-0

September 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5320 for Oregon Project I-5-4(21)212, Tallman Branch and Bond Butte Overcrossing Structures on the Santiam Jct.-Lane County Line Section of the Pacific Highway, to Peter Kiewit Sons Co. of Vancouver, Washington, low bidder in the amount of $311,314.00 at the September 9, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Original to
Mr. Merchant

NOTED
J. C. PAXSON

RECEIVED
SEP 11 1958
FOR FILING
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5320

Salem, Oregon
September 10, 1958

Pux 240-Tallman Br. O-Xings
S.P. Co. (Linn Co.)

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached for further handling are two copies of an easement agreement and two copies of a construction agreement with S.P. Railroad Company relative to the Tallman Br. O-Xings in Linn County. These copies have been executed by the State Highway Commission and are now ready for the signature of the Officials of the Railroad Company.

When fully executed please return one copy of each agreement to this office for the Commission's files.

Secretary

rn
Attach: 4

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 5, 1958
Salem Office

SUBJECT: Pux 240-Tallman Br. O-Xings
S.P. Co. (Linn Co.)

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you original and duplicate copy of easement agreement and original and duplicate copy of construction agreement of Southern Pacific Company, relative to the above titled project. The easement agreement should be acknowledged by the Commission.

After execution by the Commission, please return all copies direct to me for further handling.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. L. I. Lindas

9-9

[illegible] BY HIGHWAY COMMISSION
Bids for this project to be received Sept 9 1958
Floyd Query
Ass't [illegible]
FORREST COOPER

RECEIVED
SEP 15 1958
FORM E-30R
FOR FILING

I 5-4 (21) 212

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 5, 1958
Salem Office

SUBJECT: Pux 240-Tallman Br. O-Xings
S.P. Co. (Linn Co.)

To: Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Herewith I hand you original and duplicate copy of easement agreement and original and duplicate copy of construction agreement of Southern Pacific Company, relative to the above titled project. The easement agreement should be acknowledged by the Commission.

After execution by the Commission, please return all copies direct to me for further handling.

J. W. DeSOUZA
Assistant Counsel

JWD:[illegible]
ENCL.
cc: Mr. W. C. Williams
Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. Ivan D. Merchant
Mr. L. I. Lindas

NOTED
[illegible]

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SEP 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR [illegible]

I-5-4-21)212

5230

When replying, refer to:
08-35.6

August 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(21)212, Tallman Branch and Bend Butte Overcrossings, of the Pacific Highway.

This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the plans. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that the design plans have been approved by the Southern Pacific Railroad.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Original to
Mr. Merchant

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

NOTED
S. S. PAXSON

FORM [illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-4 (2) [illegible]

5320

August 12, 1958

Mr. W. M. Jaekle, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco 5, California

Re: Pux 240-Tallman Branch O-Xings
S.P. Co. (Linn County)

Dear Mr. Jaekle:

Reference is made to prior correspondence relative to form of agreement between Southern Pacific Company and the Highway Commission regarding a standard form to be used. This communication relates specifically to the above titled project which is covered by your File 911/323.

The agreements have been held up in this office for some time for the reason we have been expecting a new memorandum from the Bureau of Public Roads which will provide for railroad protective insurance covering public liability and property damage in a different form than we have been using in the past. It was not anticipated that the structures would be placed under contract before some time in November of this year so there has been no urgency regarding the matter. However, I am advised that it now is desired to advertise for bids in the relatively near future so that a contract can be awarded if a satisfactory bid is received.

The changes made in Exhibit A from what previously have been submitted to us are in accordance with changes already agreed upon, except as to the Railroad Protective Insurance. If no new memorandum is issued by the Bureau of Public Roads prior to the time of calling for bids, we will use the endorsement form which has been used in the past and which is known as the "Oregon" plan. If a new memorandum is issued prior to that time, we will expect to use such form as the Bureau of Public Roads may prescribe.

I would suggest, for your consideration, that Exhibit A be prepared as per the attached copy. Your advice as to whether or not this will be satisfactory will be appreciated.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

JWD:RN
ENCL.
cc: Mr. Forrest Cooper, Mr. G. S. Paxson, Mr. Ivan D. Merchant &
Mr. L. I. Lindas

EXHIBIT A

RELATIONS WITH RAILROAD COMPANY

Protection of Railroad Property:

Work within Southern Pacific Company's right-of-way lines shall be done at such times and in such a manner as not to interfere with operations of trains or other work of the railroad company.

It is expected that the Southern Pacific Company will co-operate with the Contractor to the end that the work may be handled in an efficient manner, but the Contractor shall have no claim for damages or extra compensation in the event his work is held up by the work of the railroad forces.

The railroad company will furnish, at the expense of the State, such engineer-inspectors, watchmen or flagmen as it may deem necessary to safeguard property and the movement of engines, trains and cars and to supervise prosecution of that portion of the work within the limits of its right of way.

During construction, clearance lines for falsework over the existing main-line tracks shall be as follows:

(a) Horizontal clearance measured at right angles to the center line of the track shall be not less than 8 feet 6 inches each side of the center line of the track.

(b) Vertical clearance shall be not less than 21.0 feet above the top of rail.

Plans for all falsework over tracks and all other general work within railroad right-of-way lines shall be submitted to the railroad company through the State Highway Engineer and approval of the plans shall be obtained before work proceeds.

In the case of impaired vertical clearance above top of rail, Railroad shall have the option of installing tell-tales or other protective devices Railroad deems necessary for protection of Railroad trainmen or rail traffic.

If the Contractor desires to move his equipment or materials across Railroad's tracks he shall obtain permission from Railroad, and should it be required the Contractor shall obtain a private crossing agreement. The crossing installation for the use of the Contractor, if required, shall be at the expense of the Contractor.

The Contractor shall, upon completion of the work covered by this contract, to be performed by Contractor upon the premises or over or beneath the tracks of Railroad, promptly remove from the premises of Railroad all of Contractor's tools, implements and other materials, whether brought upon said premises by said Contractor or any subcontractor, employee or agent of Contractor or of any subcontractor, and cause said premises to be left in a clean and presentable condition.

Should any damage be caused to Railroad's roadbed, ballast, ties, track, telegraph, telephone or signal lines, or any other property of the Railroad Company by reason of the Contractor's operations, the cost of repairing such damage shall be borne by the Contractor, and he shall reimburse the Railroad Company upon the rendition of bills therefor.

The Railroad facilities at the site of this project are in constant use. Such use may result in delay or added cost to the work. The Contractor assumes this risk and will not be entitled to any extra compensation therefor.

The Contractor shall not place or discharge explosives upon Railroad property or in such close proximity thereto as to cause injury or damage to facilities or operations thereon. If the Contractor uses any explosives in the vicinity of Railroad property or operations, the said explosives shall be discharged only after the giving of adequate notice to the Railroads, and such times as will not endanger Railroad property and operations. Without limiting the foregoing, it is agreed that the Contractor shall not discharge any explosives in the vicinity of the Railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with Railroad operations. With respect to any blasting in the vicinity of the Railroads' tracks the Contractor, at its own expense, shall take all measures and precautions necessary to guard and protect the Railroads' facilities against danger of damage, destruction or interference.

Work by Railroad Company — The Southern Pacific Company will rearrange its signal lines, and appurtenances, and will make all track changes and will perform any other work in connection therewith.

The work by Railroad will be done by its own forces and is not a part of the work under this contract.

The foregoing provisions shall inure directly to the benefit of the Southern Pacific Company.

INSURANCE

The Contractor shall, in addition to other forms of insurance or bonds required under the terms of the specifications and contract, carry insurance of the kinds and with amounts hereinafter set forth, and such insurance shall be in full force and effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by formal acceptance by the Commission; and, furthermore, such insurance shall be noncancellable and nonalterable for any cause whatsoever (including failure to pay premiums), either by the Contractor or by the insurance company, without thirty (30) days' written notice to the State Highway Commission and to Southern Pacific Company as to the cancellation and without prior written approval of Southern Pacific Company as to alteration. In the event that the said insurance is cancelled as herein provided, the Contractor shall provide other insurance of the same class and for the same purposes and subject to the same conditions as provided herein, and the said other insurance shall become effective not later than the time of cancellation of the prior insurance and shall cover the unexpired period of the term herein required.

The Contractor shall not commence work under the contract until he has obtained all insurance required under this specification and such insurance has been approved by the State, nor shall the contractor permit any subcontractor to commence work on a subcontract until all similar insurance required of the subcontractor has been so obtained and approved.

One copy of all insurance policies provided under the terms of this specification and two copies of a certificate of insurance for each policy shall be delivered to the engineer at the time of the execution of the contract.

Contractor's Public Liability and Property Damage Liability Insurance: The Contractor shall, with respect to the operations he performs within or adjacent to the Railroad right of way, furnish evidence to the engineer that he carries regular Contractor's Public Liability Insurance providing for a limit of not less than two hundred thousand dollars ($200,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of five hundred thousand dollars ($500,000) for all damages arising out of bodily injuries to or death of two or more persons in any one occurrence, and regular Contractor's Property Damage Liability Insurance providing for a limit of not less than one hundred thousand dollars ($100,000) for all damages arising out of injury to or destruction of property in any one occurrence, and subject to that limit per occurrence, a total (or aggregate) limit of two hundred thousand dollars ($200,000) for all damages arising out of injury to or destruction of property during the policy period.

If any part of the work within or adjacent to the Railroad right of way is subcontracted, the Contractor shall require the subcontractor or subcontractors to carry equivalent Contractors' Public Liability and Property Damage Liability Insurance.

Contractors' Protective Public Liability and Property Damage Liability Insurance: The Contractor shall, with respect to the operations performed for him by subcontractors who do work within or adjacent to the Railroad right of way, furnish evidence to the engineer that he carries in his own behalf regular Contractors' Protective Public Liability Insurance providing for a limit of not less than two hundred thousand dollars ($200,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total of five hundred thousand dollars ($500,000) for all damages arising out of bodily injuries to or death of two or more persons in any one occurrence, and regular Contractors' Protective Property Damage Liability Insurance providing for a limit of not less than one hundred thousand dollars ($100,000) for all damages arising out of injury to or destruction of property in any one occurrence and, subject to that limit per occurrence, a total (or aggregate) limit of two hundred thousand dollars ($200,000) for all damages arising out of injury to or destruction of property during the policy period.

Railroads' Protective Public Liability and Property Damage Liability Insurance: The Contractor, in advance of performing any work under said contract between State and Contractor, shall furnish evidence to State that, with respect to the operations Contractor or any of Contractor's subcontractors perform, Contractor has provided for and in behalf of Railroad regular Protective Public Liability Insurance providing for a limit of not less than $200,000 for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of $500,000 for all damages arising out of bodily injuries to or deaths of two or more persons in any one occurrence caused or arising out of the operations of the contractor or contractor's subcontractor or subcontractors on the project, and regular Protective Property Damage Liability Insurance providing for a limit of not less than $100,000 for all damages arising out of injury to or destruction of property in any one occurrence caused or arising out of the operations of the Contractor or Contractor's subcontractor or subcontractors on the project and, subject to that limit per occurrence, a total (or aggregate) limit of $200,000 for all damages arising out of injury to or destruction of property during the policy period.

The term "persons" as herein used shall include passengers of the Railroad Company, employees of the Railroad Company, as well as other persons, and the terms "property" as herein used shall include property of the Railroad Company and property in the custody of the Railroad Company, as well as other property.

Each such insurance policy shall be issued by a reliable insurer, authorized to do business in the State of Oregon and satisfactory to the Railroad, and shall be delivered to and remain in the possession of the Railroad Company. The said policy or policies shall contain an endorsement essentially in the following form:

Railroad Protective Insurance Endorsement

Public Liability and Property Damage

The railroad protective public liability and property damage insurance shall be in accordance with the form approved by the United States Bureau of Public Roads Memorandum, dated August 9, 1955, or such subsequent memorandum as shall supersede the same.

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FORM E30—80M—2-57—1476
I-5-4 (21) 212

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 18, 1957
Salem Office

SUBJECT: Pux 240-Tallman Branch O-Xings
S.P. Co. (Linn County)

To: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson (6)
Mr. Tom Edwards (3)
Mr. J. D. Walker (2)
Mr. H. B. Simpson

Herewith I hand you copy of Order No. 35674, issued by the Public Utilities Commissioner under date of November 7, 1957, relative to the above project.

J.W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.

NOTED
FORREST COOPER

RECEIVED
NOV 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

Order #35674

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

F-2587

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct two overcrossing structures over the tracks and right of way of Southern Pacific Company on the revised location of the Pacific Highway, known as the TALLMAN BRANCH OVERCROSSING project, in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 21, Township 11 South, Range 3 West, W.M., Linn County, Oregon.	ORDER

The above entitled matter was duly heard on Monday, October 14, 1957, at 10:00 A.M., in the Linn County Court House, Albany, Oregon, before C. E. Jaqua, Utility Engineer, representing the Commissioner. The following appearances are of record herein:

J. W. DeSouza, Assistant Counsel, Salem, Oregon
R. A. Holland, Staff Attorney, Salem, Oregon
Representing Oregon State Highway Commission;

A. H. Ferris, Attorney, Portland, Oregon
Representing Southern Pacific Company.

On July 8, 1957, the State of Oregon, by and through its State Highway Commission, hereinafter referred to as Applicant, filed its application requesting authority to construct two overcrossing structures over the tracks and right of way of Southern Pacific Company's Tallman Branch on the revised location of Pacific Highway, southeast of Albany, in Linn County, Oregon, known as the TALLMAN BRANCH OVERCROSSING project.

The overcrossings will be a part of a revised location of the Pacific Highway between Albany in Linn County and Eugene in Lane County.

In its answer, Southern Pacific Company does not oppose issuance of an order in accordance with the prayer of the application. No answer was filed by Linn County.

After due notice, the matter was set down for hearing at the time and placed mentioned herein. The hearing convened, evidence was adduced, the hearing was completed and the matter submitted for determination. Based upon said evidence and record, it is found that:

The Pacific Highway at this location will be constructed with two separated lanes of traffic, and two identical structures will be built to provide a crossing of the highway over the railroad.

Both highway and railroad are on tangent alignment at the point of crossing, and the intersecting angle of centerlines of railroad and highway will be 65 degrees 21 minutes in the northwest quadrant.

The structures will be 234 feet in length between centers of end bents, providing a 30-foot roadway between curbs. There will be no impairment to standard clearances upon completion of the structures. It is anticipated that during construction the minimum vertical clearance as provided by Commissioner's Order No. 33700 will be impaired by the erection of necessary falsework, and authorization for such impairment and for operation of trains during the temporary impairment is requested by Applicant. During period of impairment, telltales should be installed at appropriate locations.

Approaches to the structures will be on 2.5% ascending grades, which will connect with a 2,000-foot vertical curve, which curve forms the vertical alignment of the roadway over the structures.

The estimated annual average daily traffic will be 2,500 vehicles on each structure, based upon 1956 tabulations, and normal annual increases are expected. An average of six trains per day are moving over the tracks of Southern Pacific Company in this area.

Applicant will prepare plans and specifications, award contracts, supervise the construction, and finance the project from State and Federal highway funds without participation from funds of railroad company, and will reimburse Southern Pacific Company for all necessary expenses incurred by it in connection with the project which are reimbursable under and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

After completion of the project, Applicant will maintain the overcrossing structures with their appurtenances and approaches, and Southern Pacific Company will maintain its railroad line with its appurtenances and facilities.

From the foregoing, it is concluded that the construction of the overcrossing structures will provide a safe crossing of the highway over the railroad, is in the public interest, and the application should be granted; it is therefore

ORDERED that the application of the State of Oregon, by and through its State Highway Commission, for authority to construct two overcrossing structures over the tracks and right of way of Southern Pacific Company on the revised location of the Pacific Highway, known as the Tallman Branch Overcrossing project, in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 21, Township 11 South, Range 3 West, Willamette Meridian, in Linn County, Oregon, is granted; and it is further

ORDERED that the construction shall be done in a good and workmanlike manner, in accordance with common accepted engineering practices, and in conformity as to location, angle of crossing, grade and general design with plan and profile submitted with the application, and by this reference made a part hereof; and it is further

ORDERED that Oregon State Highway Commission shall prepare plans and specifications, award contracts and supervise construction of the project, and finance the costs from State and Federal highway funds without participation from funds of Southern Pacific Company; and it is further

ORDERED that Oregon State Highway Commission shall reimburse Southern Pacific Company for all necessary and required expenses incurred by it during the construction of the project, such as making revisions in signal and communication systems, moving and reinstalling right of way fences, furnishing watchman and flagman services required to safeguard railroad operations, and erection and removal of telltales during temporary impairments to clearances, which expenses are reimbursable under, and not prohibited by the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto; and it is further

ORDERED that a vertical clearance not less than 21 feet, which is an impairment to the standard vertical clearance as set forth in Commissioner's Order No. 33700 to the extent of 1.5 feet, hereby is authorized during the construction of the project; and it is further

ORDERED that Southern Pacific Company hereby is authorized to operate over the track during the period of said temporary impairment; and it is further

ORDERED that the designation CB-692.4-A be assigned and maintained at the overcrossing structures as a means of identification in the Commissioner's Catalog of Railroad Crossings in the State of Oregon.

Made and entered this 7th day of November, 1957.

HOWARD MORGAN
Public Utility Commissioner

(OFFICIAL SEAL)

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FOR FILING

FORM E-30X—25M—8-55—66209

I-5-4(21)212

5320

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 18, 1957
Salem Office

SUBJECT: Pux 240-Tallman Branch O-Xings S.P. Co. (Linn County)

To: MEMORANDUM TO FILE:

Hearing on this matter was held before Mr. C. E. Jaqua, Utilities Engineer, sitting as examiner for the Public Utilities Commissioner, at 10:00 a.m. on Monday, October 14, 1957, in the Linn County Court House, Albany.

Southern Pacific Company was represented by Mr. A. H. Ferris, Attorney, 800 Pacific Building, Portland, Oregon.

The Highway Commission was represented by Robert A. Holland and the writer. The case for the Highway Commission was presented by the writer.

The only witness called to the stand was Mr. Ivan D. Merchant, Assistant Bridge Engineer, who explained the project of which the overcrossing is a part and gave detailed testimony regarding the structure proposed to be built.

Mr. Ferris raised the question of the installation of telltales and Mr. Merchant agreed that it would be satisfactory for the Commissioner to order the installation and removal of telltales at the expense of the State. These telltales are to be installed and removed by the Railroad Company with the State being given credit for proper salvage.

It is anticipated that an order authorizing the construction of the structure will be issued in due course and will authorize temporary impaired clearances.

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. G. S. Paxson
Mr. P. M. Stephenson
Mr. Tom Edwards
Mr. Leonard I. Lindas
Mr. Robert A. Holland

NOTED
FORREST COOPER

RECEIVED
OCT 18 1957
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X 37½M 10-56

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COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 8, 1957

Mr. Howard Morgan
Public Utilities Commissioner
Public Service Building
Salem, Oregon

Attention: Mr. David Don

Re: Pux 240 - Tallman Branch O-Xings
S.P. Co. (Linn County)

Dear Sir:

Herewith I hand you original and three copies of the application of the State of Oregon, by and through its State Highway Commission, for authority to construct two overcrossing structures over the tracks and right of way of Southern Pacific Company on the revised location of the Pacific Highway, known as the Tallman Branch Overcrossing project, in Linn County, Oregon.

Two copies are for service upon Southern Pacific Company and the other is for service upon Linn County.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
ENCL.
cc: Mr. Forrest Cooper - with petition
Mr. G. S. Paxson ✓ - with exhibit & petition
Mr. P. M. Stephenson - " " " "
Mr. Tom Edwards - " " " "
Mr. Leonard I. Lindas - with petition

RECEIVED
JUL 9 1957
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
G. S. PAXSON

Pax 240

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct two overcrossing structures over the tracks and right of way of Southern Pacific Company on the revised location of the Pacific Highway, known as the TALLMAN BRANCH OVERCROSSING project, in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 21, Township 11 South, Range 3 West, W.M., Linn County, Oregon.	PETITION No. ________

The Petitioner herein respectfully represents:

I

That the name and address of your Petitioner are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this petition is made under the authority of ORS Title 31.

III

That the Petitioner proposes the construction of a revised location of the Pacific Highway between Albany and Eugene and that in connection therewith, it will be necessary and desirable to construct two overcrossing structures over and above the tracks and right of way of Southern Pacific Company as shown on Highway Commission's Drawings Numbered 12883 and 8226-A, attached hereto and by this reference made a part hereof.

IV

That the construction of the said proposed overcrossing structures is necessary and proper for the service, accommodation and convenience of the public in that crossings at grade at said points would not be in the interests of safety, either on the highway or on the railroad.

V

That the estimated daily traffic on the proposed structures, upon the completion thereof, will be an average of 2,500 vehicles on each structure, based upon 1956 tabulations, with anticipated normal annual increases, and that the estimated traffic on the railroad will be an average of six train movements per day.

VI

That the highway grade approaching the proposed overcrossing structures from the north is an ascending grade of 2.50% and that the grade approaching the proposed structures from the south is an ascending grade of 2.50%, which grades are connected by a vertical curve 2,000 feet in length.

VII

That the Petitioner proposes that the construction and maintenance of the proposed project be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the said project and supervise the construction thereof.

(b) Finance the construction of said project, without participation therein from funds of Railroad Company, from State and Federal highway funds, including reimbursement to Railroad Company for the necessary expenses incurred in connection therewith which are reimbursable under, and not prohibited by, the terms of Policy and Procedure Memorandum No. 30-3 issued by the Public Roads Administration, and amendments thereof and supplements thereto.

(c) Maintain the said overcrossing structures with their appurtenances and approaches after completion of the project.

THINGS TO BE DONE BY RAILROAD COMPANY:

(a) Make such revisions in existing communication systems as may be required to safeguard them during the construction of the project and re-install the same in permanent locations after the completion of the project.

(b) Furnish such watchman and flagman services as may be necessary and required to safeguard railroad operations during the construction of the project.

(c) Move and thereafter re-install such right of way fences as must necessarily be removed for the construction of the project.

(d) Maintain the railroad line with its appurtenances and facilities after construction.

VIII

That it is not anticipated that during construction the minimum allowable horizontal clearance of 8 feet 6 inches will be impaired in violation of Public Utilities Commissioner's Order No. 33700, but the vertical clearance above top of existing rail will be reduced to 21 feet 0 inches. At the completion of such construction such temporary reduction in vertical clearance will be removed.

IX

That the proposed construction is in the Southeast quarter of the Southwest quarter (SE¼ SW¼) of Section 21, Township 11 South, Range 3 West, W.M., in Linn County, Oregon.

WHEREFORE, Petitioner prays for an order permitting such construction in accordance herewith, for such temporary impaired vertical clearance, for the authorization of the operation of trains during such temporary impaired vertical clearance and for such other and further order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 8th day of July, 1957.

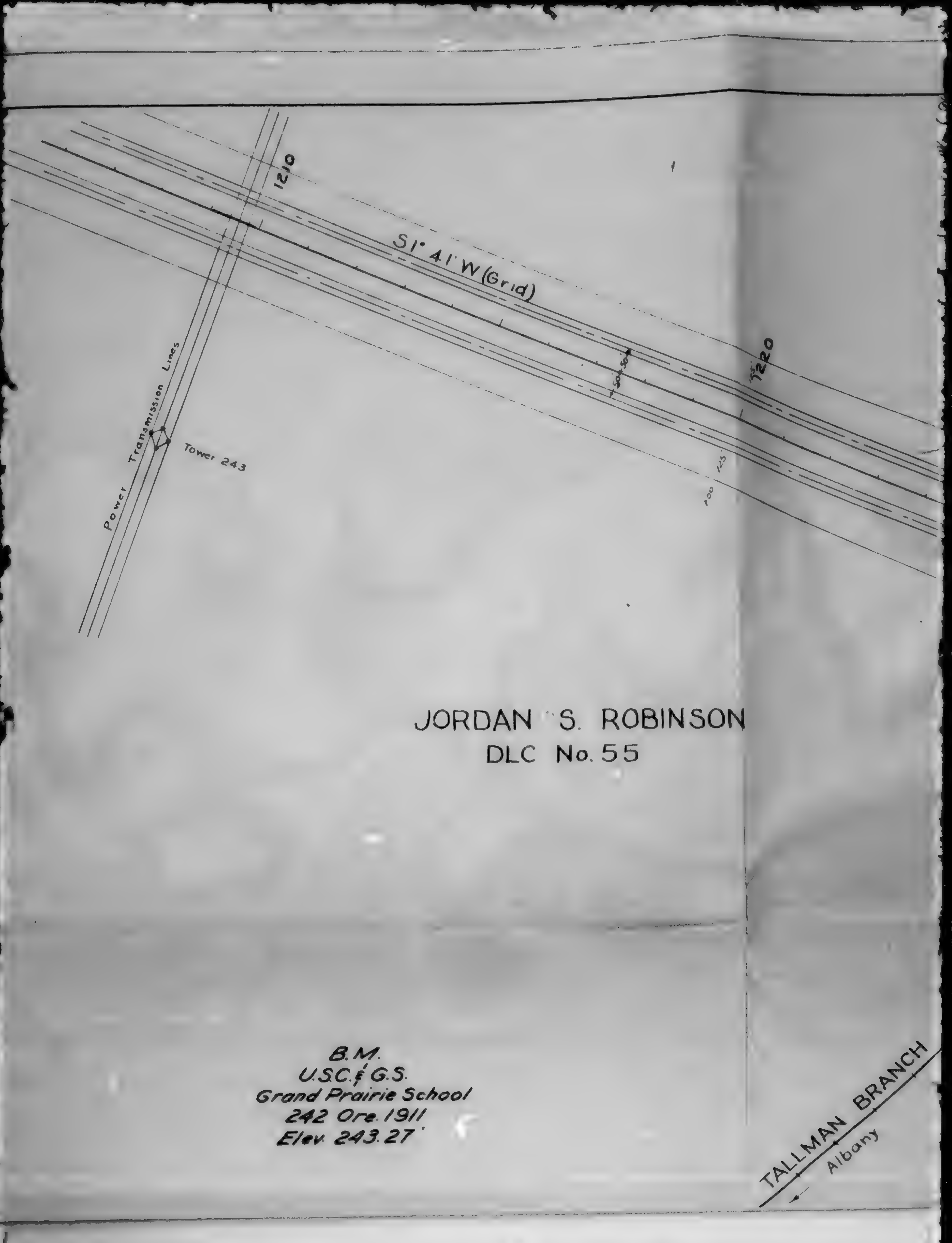
STATE OF OREGON, by and through its
State Highway Commission

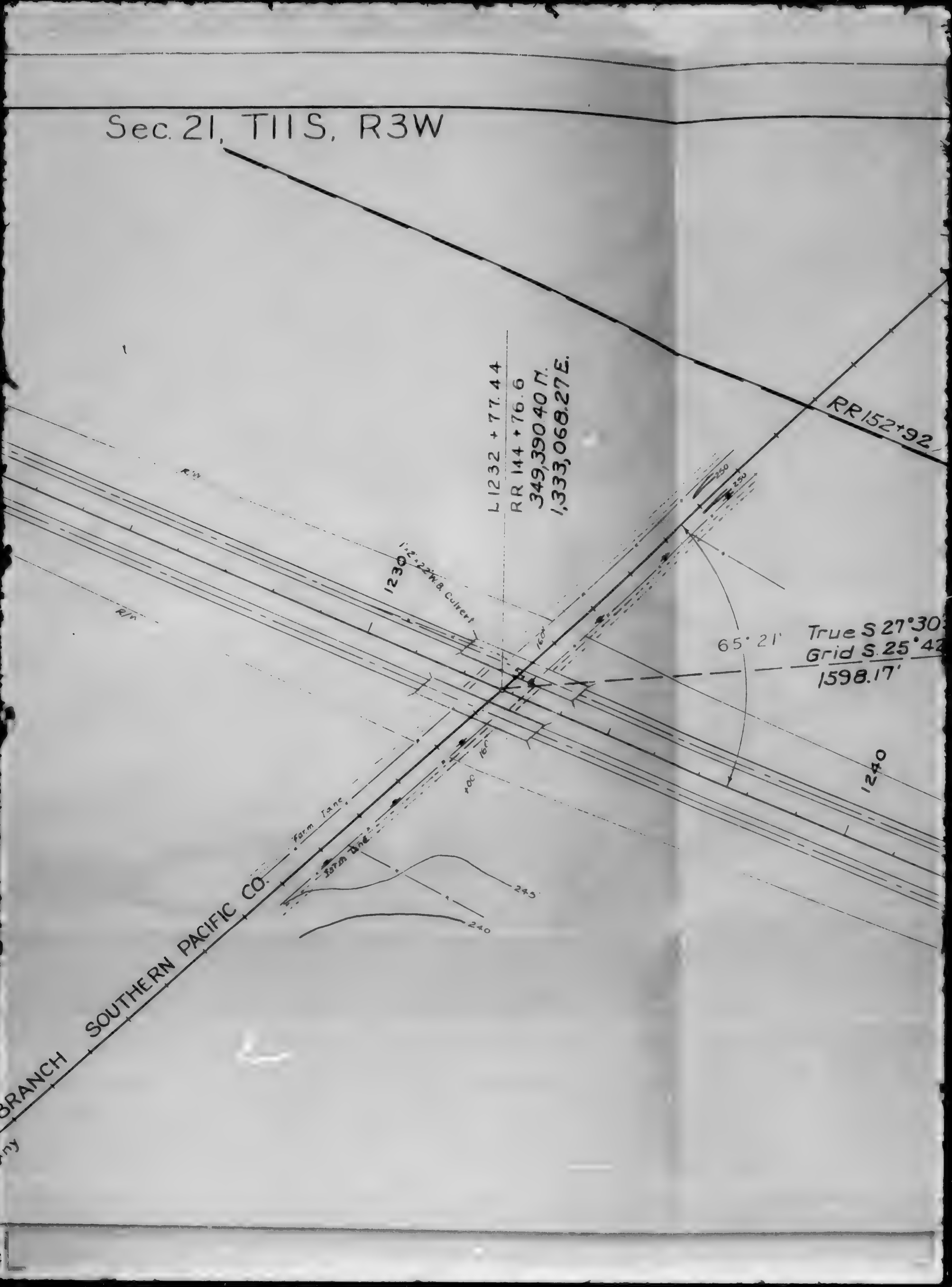
LEONARD I. LINDAS
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By J. W. DeSOUZA
J. W. DeSouza-Assistant Counsel for
the State Highway Commission

JWD:AN

FINAL SURVEY		BY	DATE
	SURVEYED		
	PLOTTED		
NOTE BOOK	TEMPLATE		
	AREAS		
NO.	AREAS CHECKED		

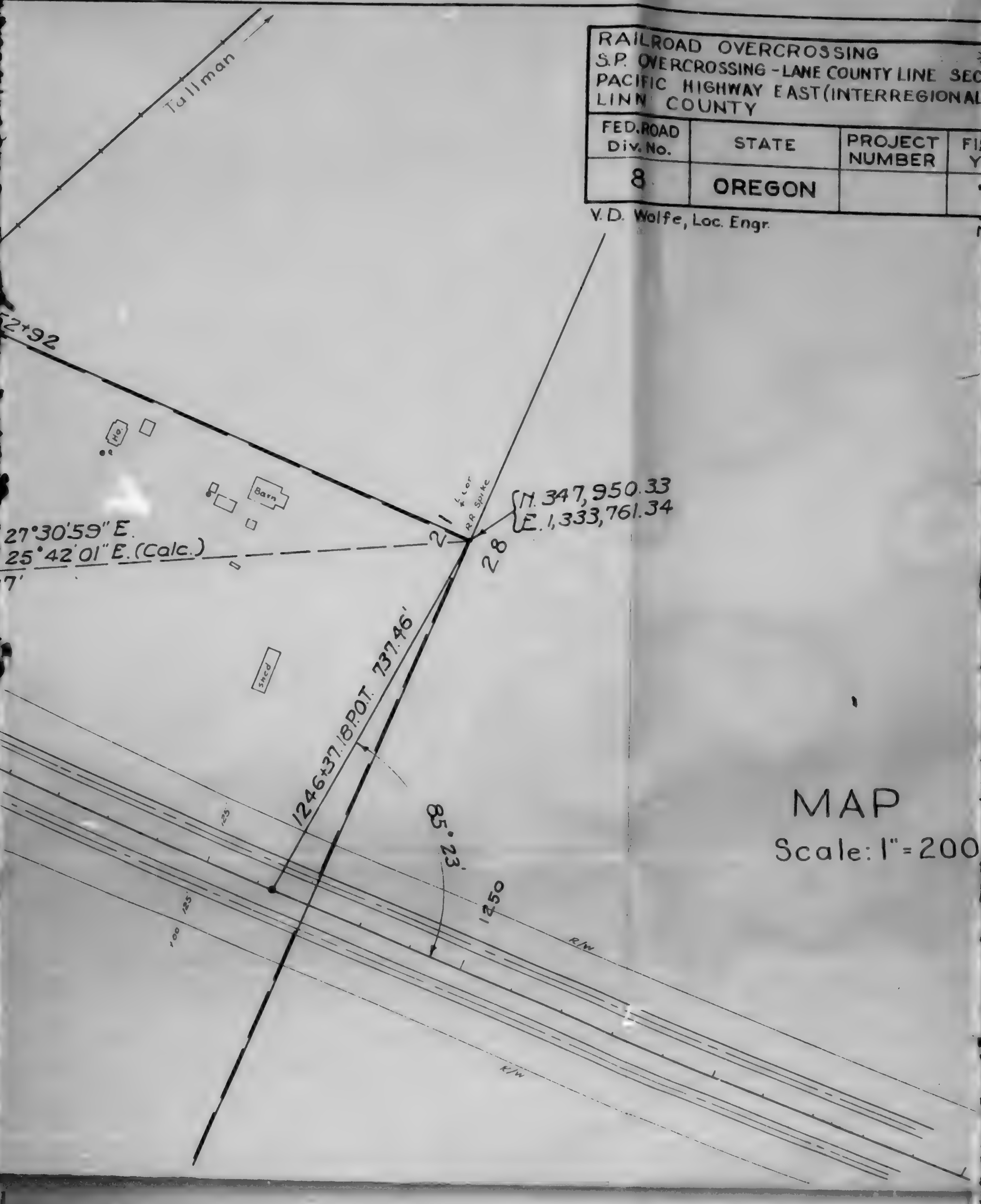

1210
S1° 41' W (Grid)
50
50
125
1220
125
100
Power Transmission Lines
Tower 243
JORDAN S. ROBINSON
DLC No. 55
B.M.
U.S.C.& G.S.
Grand Prairie School
242 Ore. 1911
Elev. 243.27
TALLMAN BRANCH
Albany


Sec. 21, T11S, R3W
L 1232 + 77.44
RR 144 + 76.6
349,390.40 N.
1,333,068.27 E.
RR 152+92
R/W
R/W
1230
1'x2'x22' W.B. Culvert
160
160
+00
250
250
65°21'
True S 27°30'
Grid S 25°42'
1598.17'
1240
Farm lane
Farm line
245
240
BRANCH SOUTHERN PACIFIC CO.
any

RAILROAD OVERCROSSING
S.P. OVERCROSSING - LANE COUNTY LINE SEC
PACIFIC HIGHWAY EAST (INTERREGIONAL
LINN COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FI YE
8	OREGON		

V. D. Wolfe, Loc. Engr.

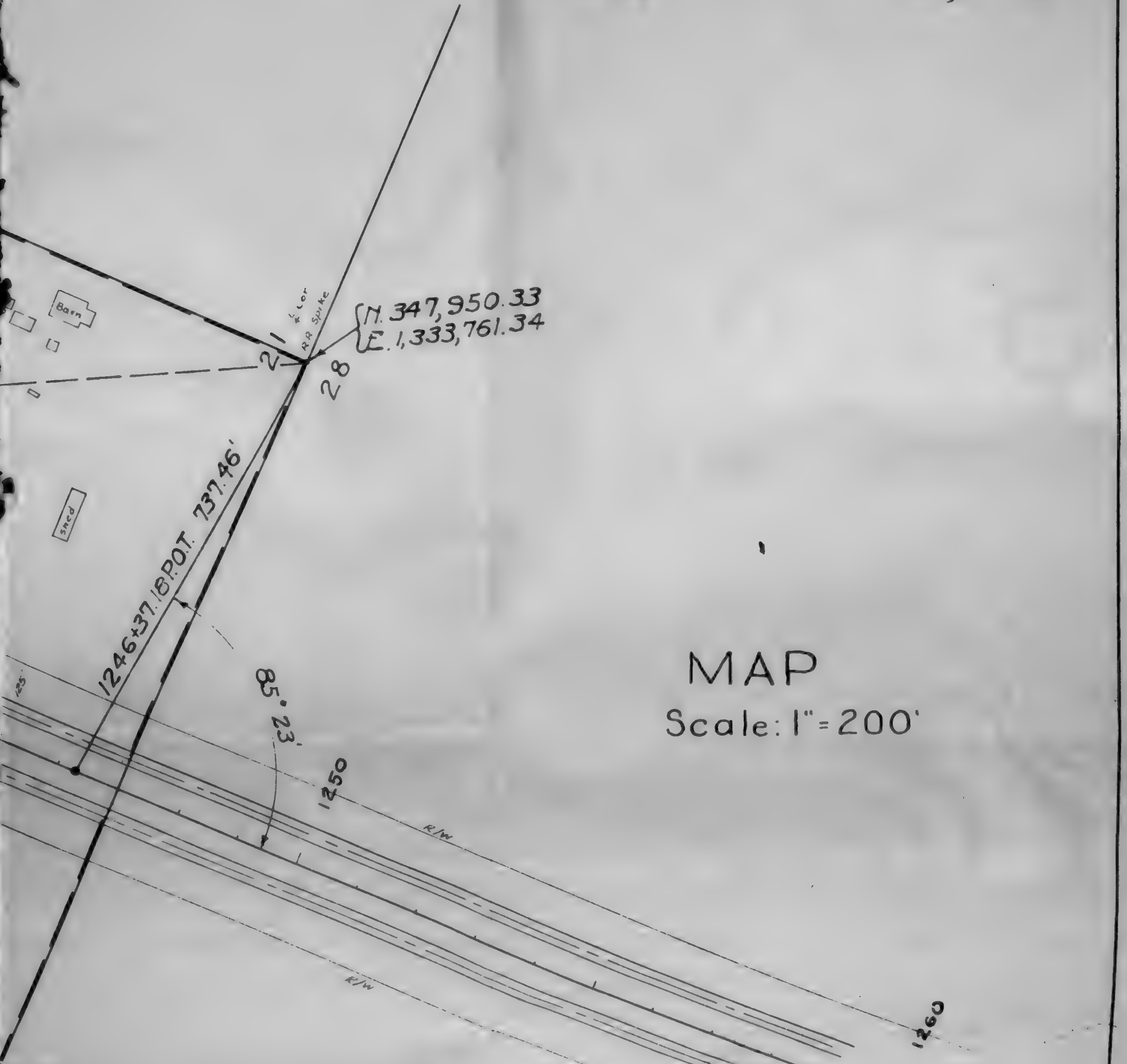


Tullman
2+92
27°30'59" E.
25°42'01" E. (Calc.)
7'
Ho.
Barn
Shed
℄ Loc
RR Spike
21
28
N. 347,950.33
E. 1,333,761.34
1246+37.18 P.O.T. 737.46'
85°23'
1250
125
125
100
R/W
R/W

MAP
Scale: 1" = 200

RAILROAD OVERCROSSING S.P. OVERCROSSING - LANE COUNTY LINE SECTION PACIFIC HIGHWAY EAST (INTERREGIONAL) LINN COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

V.D. Wolfe, Loc. Engr. May 1955


Barn
Shed
℄ Loc. & RR Spike
N. 347,950.33
E. 1,333,761.34
21
28
1246+37.18 P.O.T. 737.46'
85° 23'
125
1250
1260
R/W
R/W

MAP

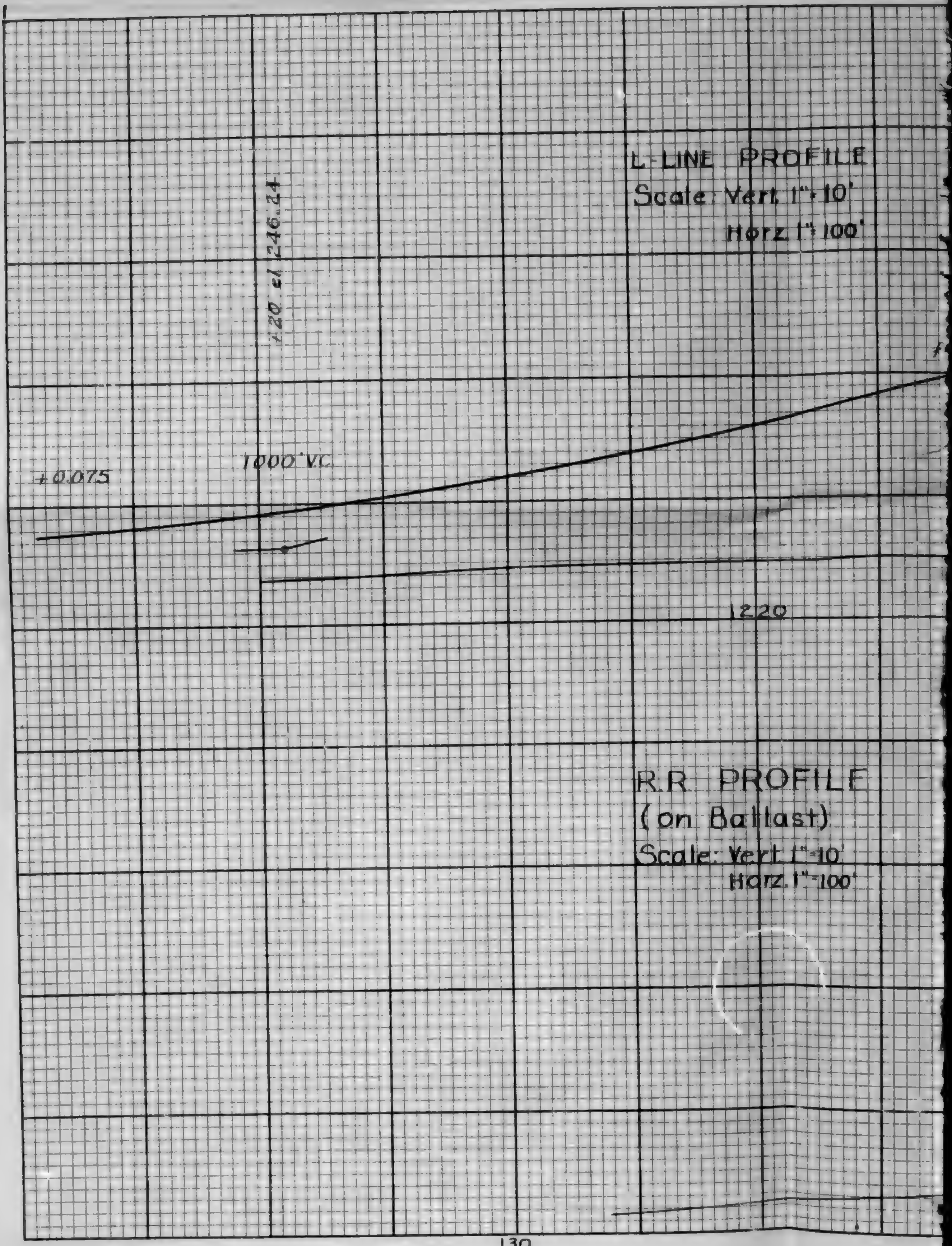
Scale: 1" = 200'

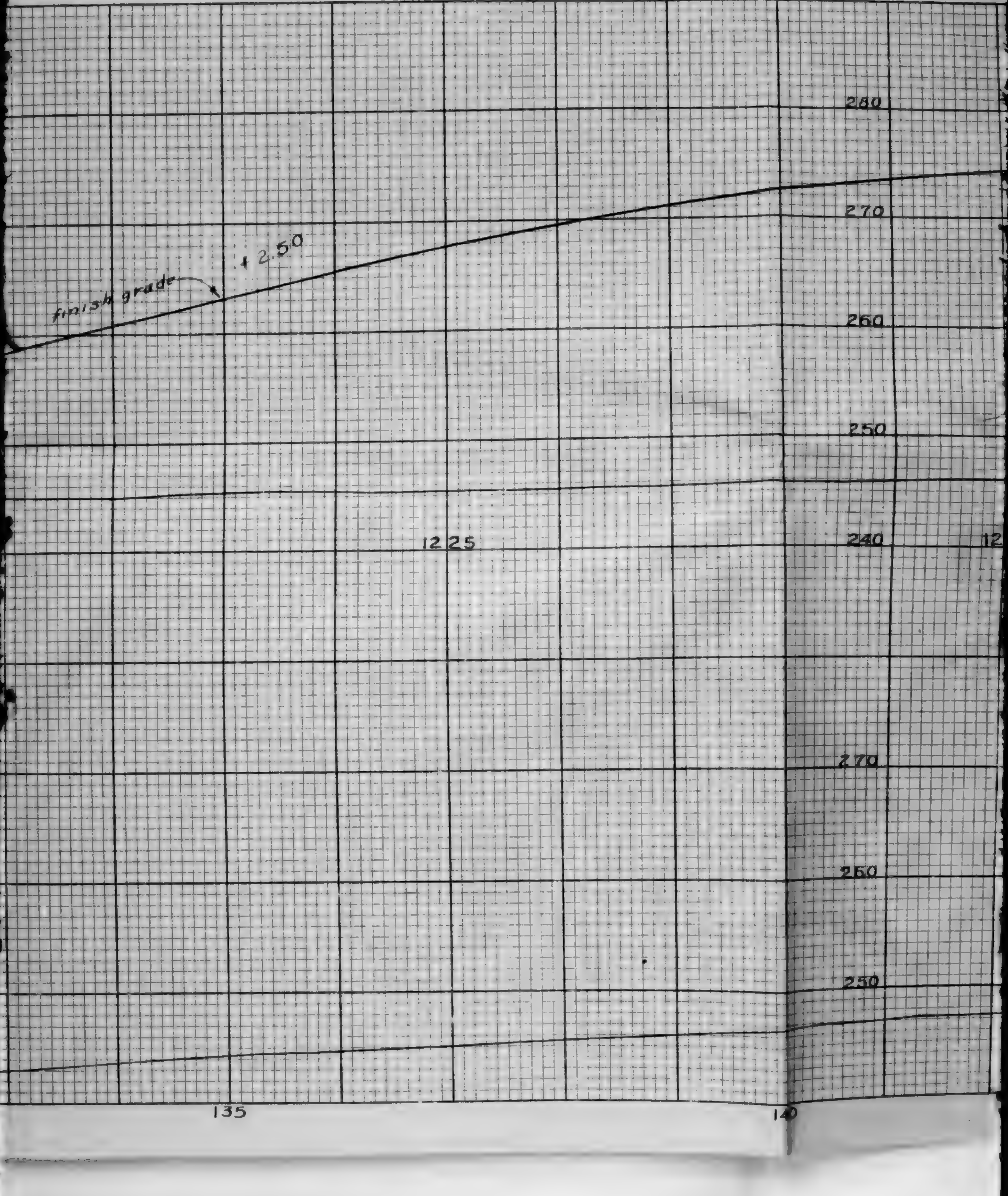
ORIGINAL SURVEY

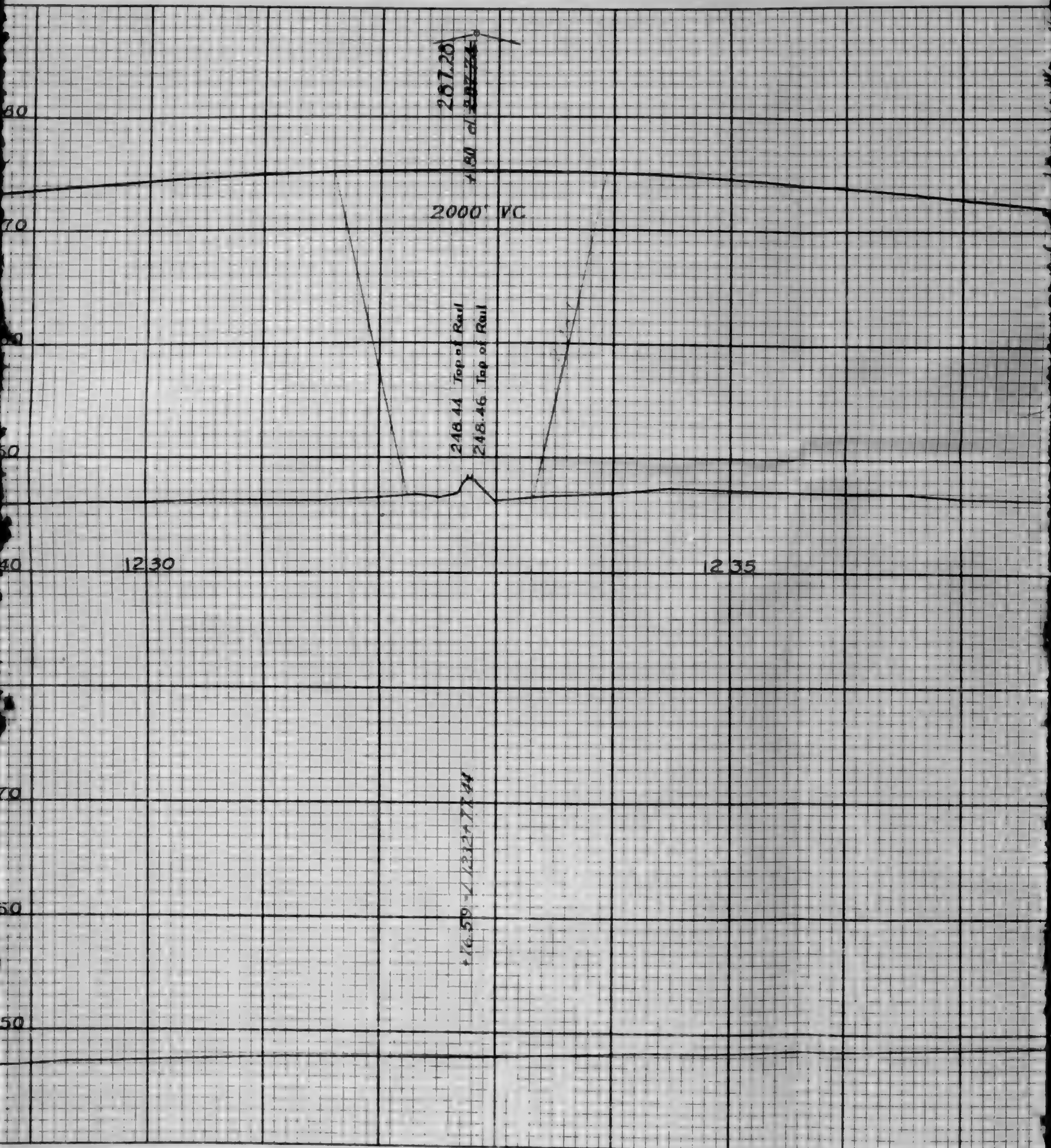
	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

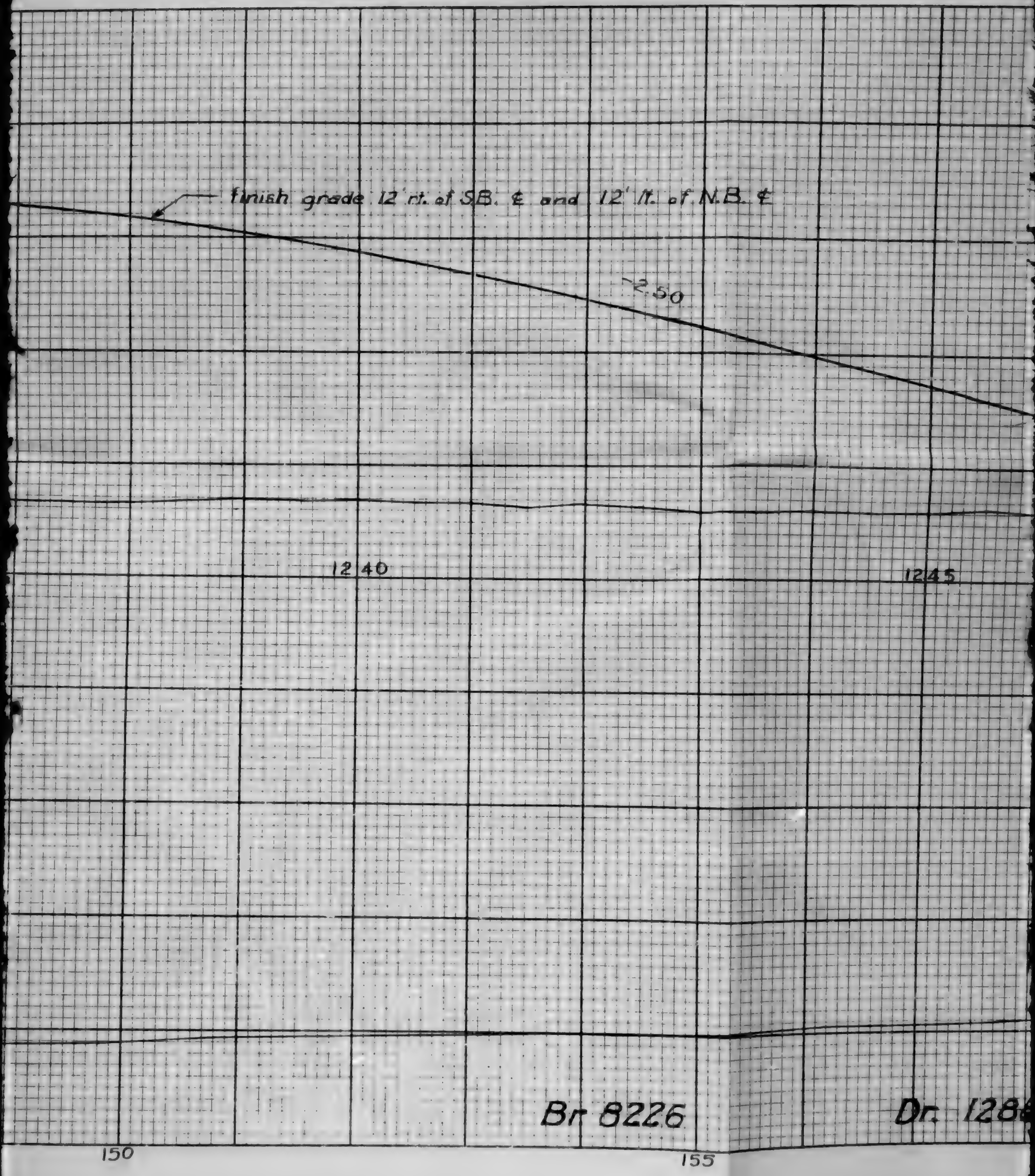
NOTE BOOK

NO.


L-LINE PROFILE
Scale: Vert. 1"=10'
Horz. 1"=100'
+20 el 246.24
1000' V.C.
+0.075
1220
R.R. PROFILE
(on Ballast)
Scale: Vert. 1"=10'
Horz. 1"=100'
130

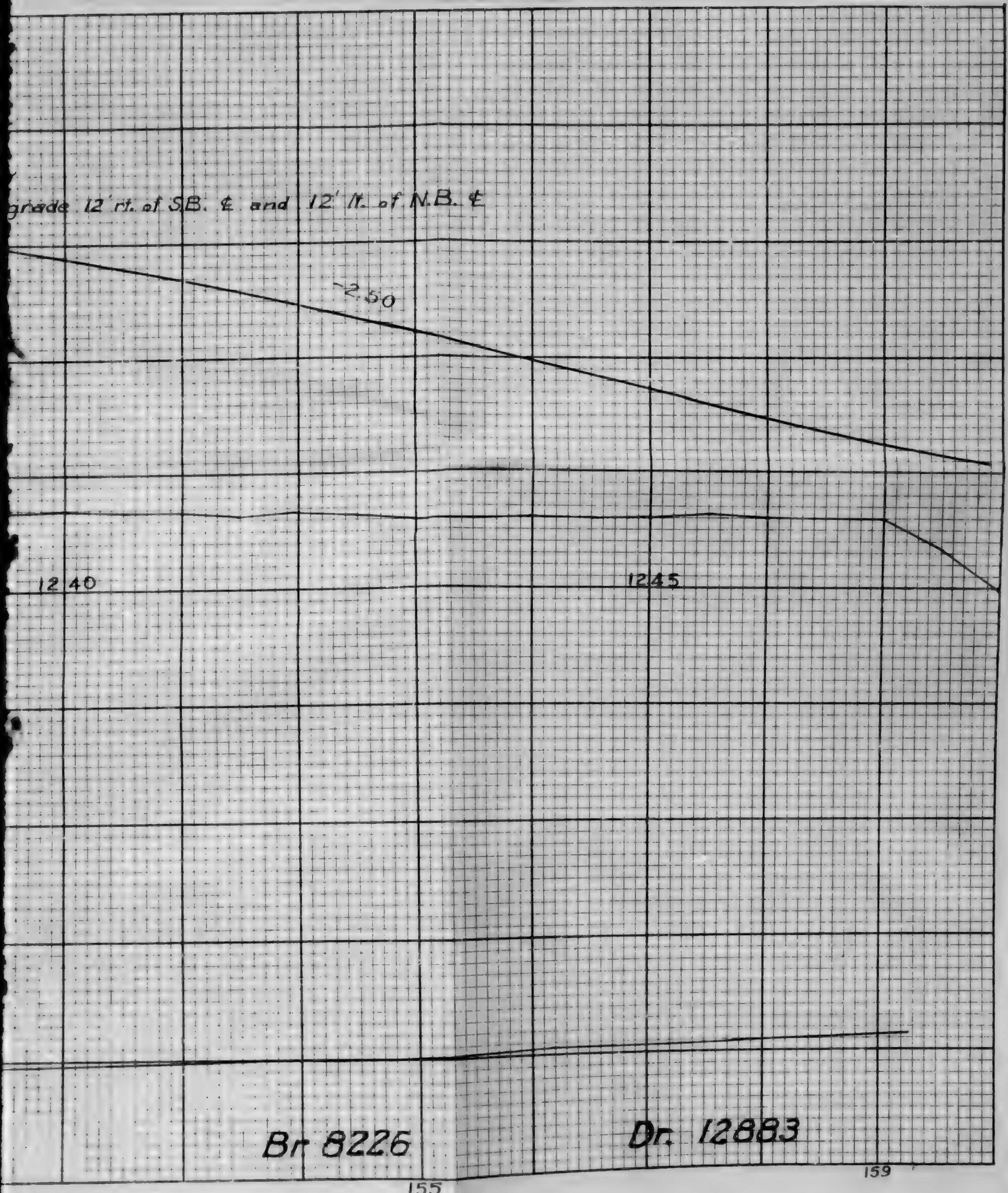

280
finish grade
+2.50
270
260
250
12 25
240
12
270
260
250
135
140

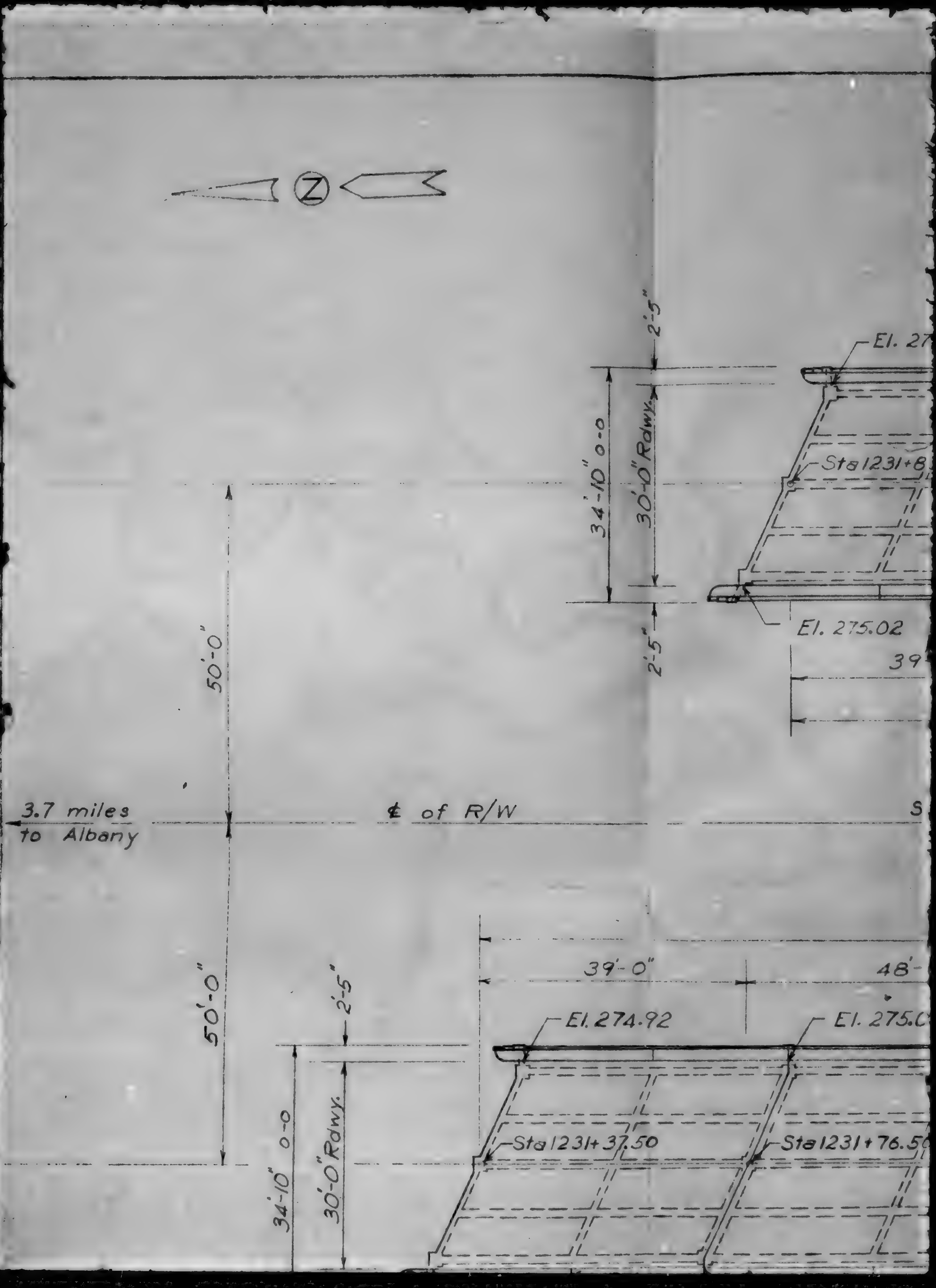

80
70
60
50
40
70
60
50
287.20
+80 el ~~287.74~~
2000' VC
248.44 Top of Rail
248.46 Top of Rail
12 30
12 35
+76.59 = 1312+77.44

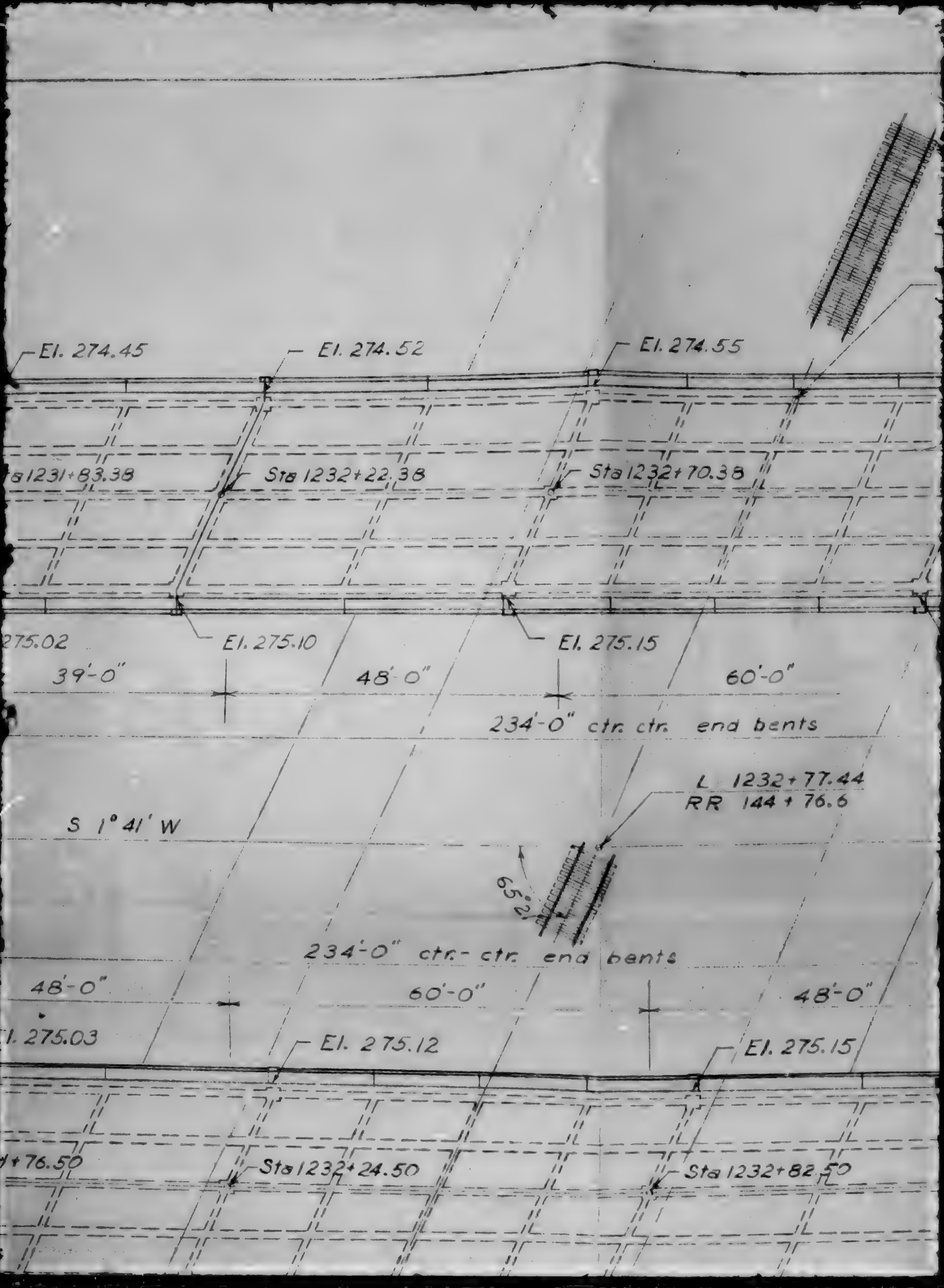

finish grade 12' rt. of S.B. ℄ and 12' lt. of N.B. ℄
-2.50
1240
1245
150
155

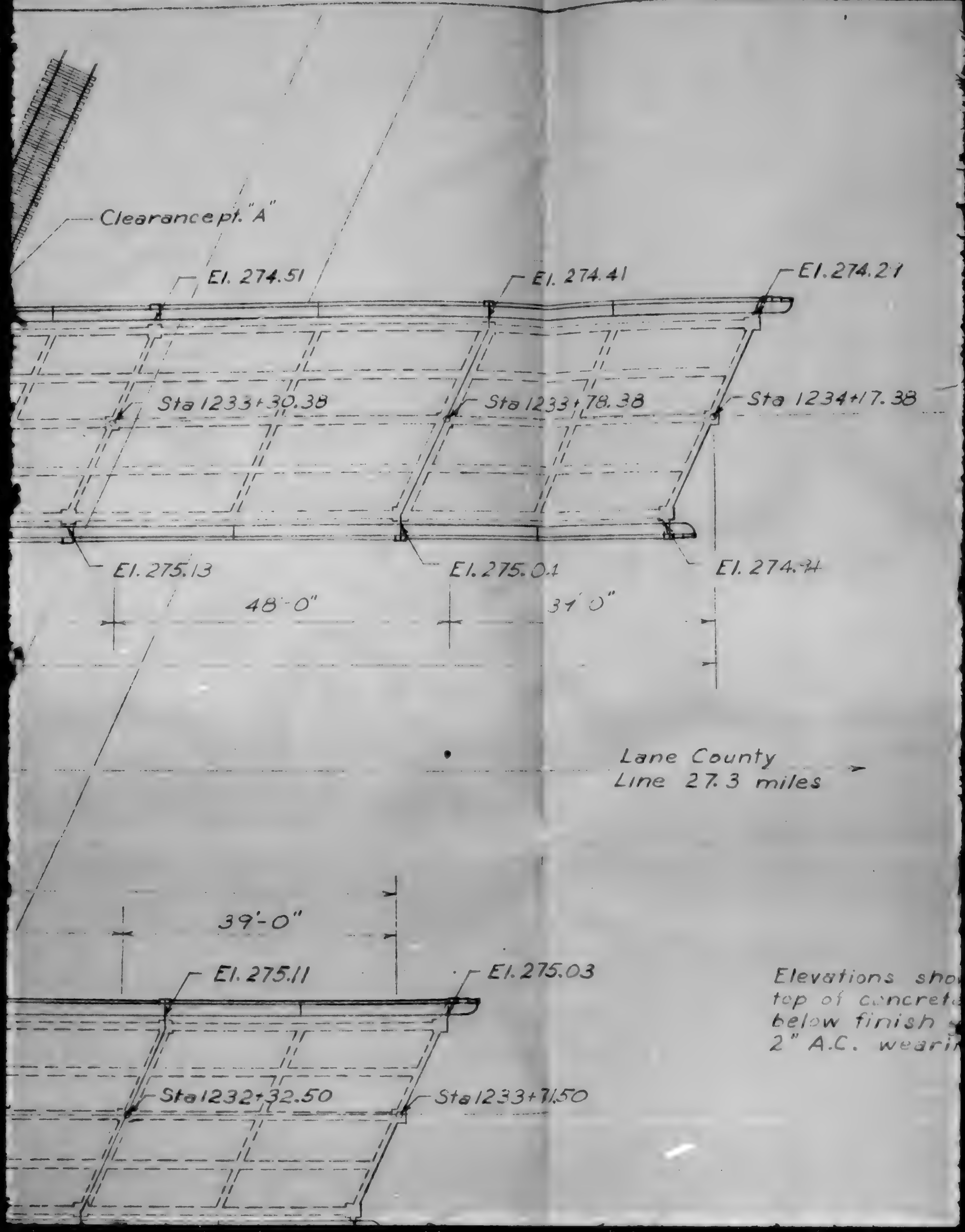
Br 8226

Dr. 128


grade 12' rt. of S.B. ℄ and 12' lt. of N.B. ℄
-2.50
1240
1245
Br 8226
Dr. 12883
155
159


N
El. 27
2'-5"
34'-10" o-o
30'-0" Rdwy.
Sta 1231+8
El. 275.02
2'-5"
39
50'-0"
3.7 miles
to Albany
℄ of R/W
S
39'-0"
48'-
50'-0"
2'-5"
El. 274.92
El. 275.0
Sta 1231+37.50
Sta 1231+76.5
34'-10" o-o
30'-0" Rdwy.


El. 274.45
El. 274.52
El. 274.55
ta 1231+83.38
Sta 1232+22.38
Sta 1232+70.38
275.02
El. 275.10
El. 275.15
39'-0"
48'-0"
60'-0"
234'-0" ctr. ctr. end bents
L 1232+77.44
RR 144+76.6
S 1°41' W
65°21'
234'-0" ctr.-ctr. end bents
48'-0"
60'-0"
48'-0"
l. 275.03
El. 275.12
El. 275.15
+76.50
Sta 1232+24.50
Sta 1232+82.50


Clearance pt. "A"
El. 274.51
El. 274.41
El. 274.27
Sta 1233+30.38
Sta 1233+78.38
Sta 1234+17.38
El. 275.13
El. 275.04
El. 274.74
48'-0"
31'-0"
Lane County
Line 27.3 miles
39'-0"
El. 275.11
El. 275.03
Sta 1232+32.50
Sta 1233+71.50

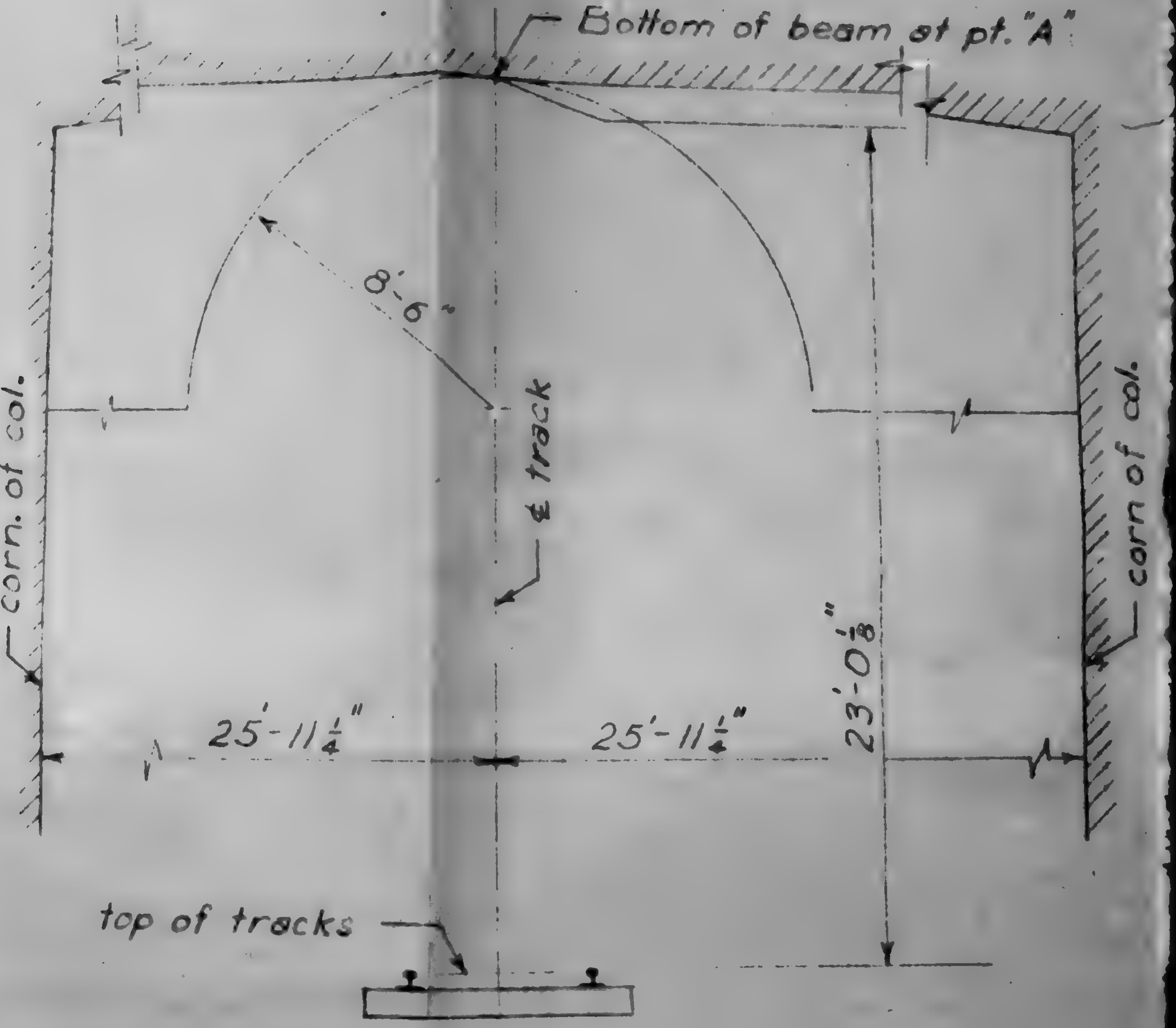
Elevations sho
top of concrete
below finish
2" A.C. weari

El. 274.21

1234+17.38

34

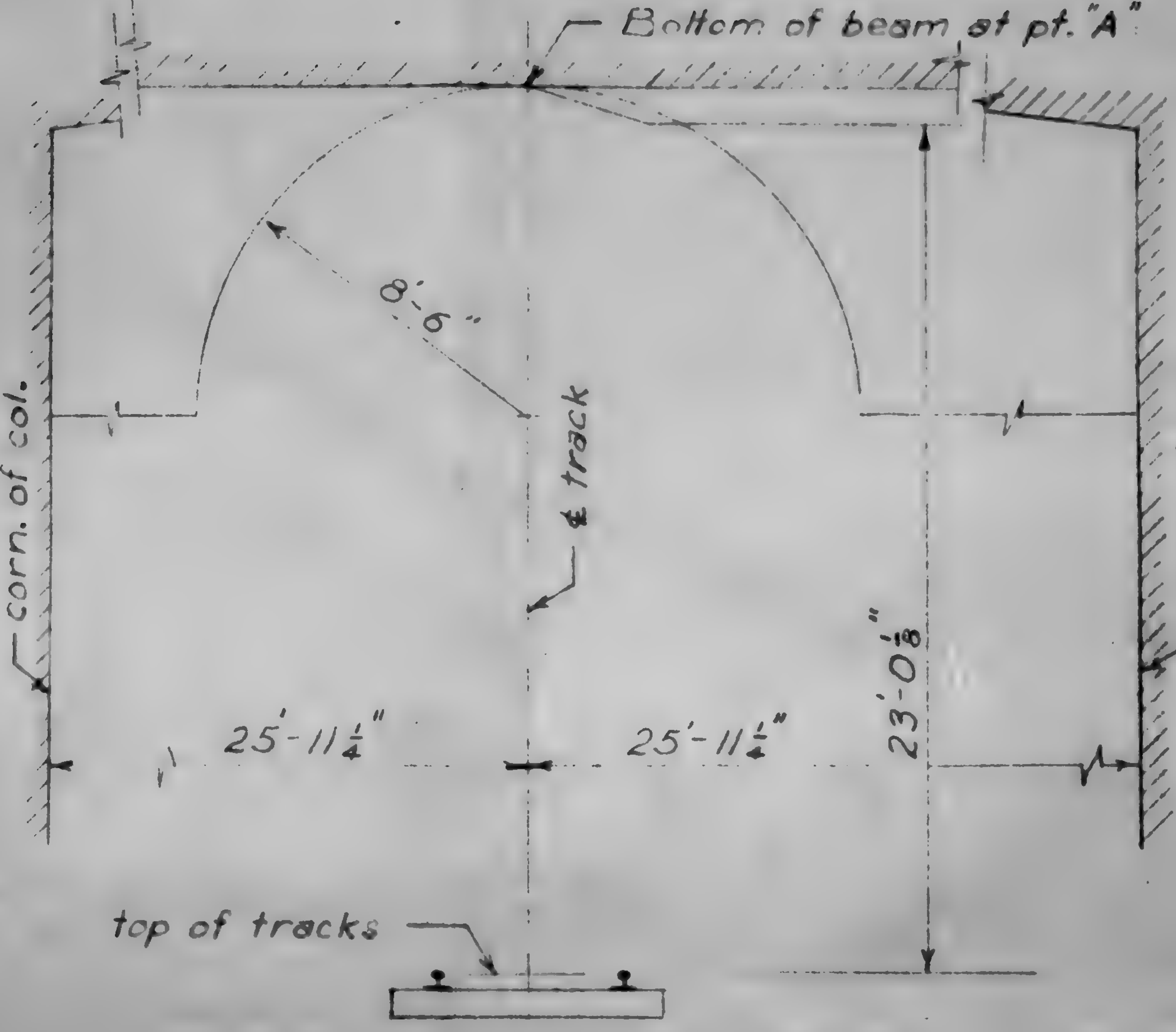
3


Bottom of beam at pt. "A"
8'-6"
℄ track
corn. of col.
corn. of col.
25'-11¼"
25'-11¼"
23'-0⅛"
top of tracks

CLEARANCE DIAGRAM

No Scale

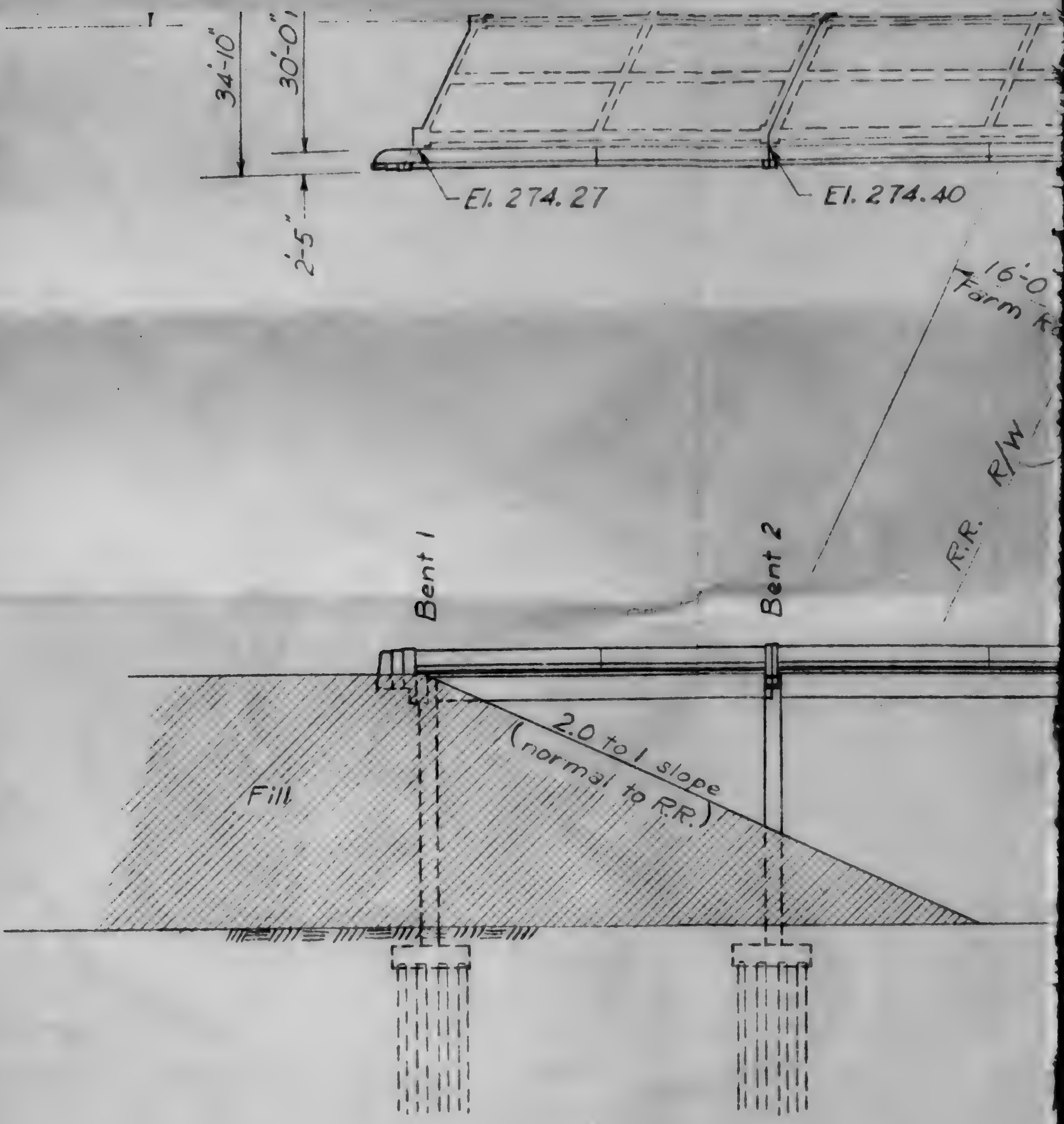
vations shown on plan are
of concrete and are 0.17'
w finish grade to allow for
A.C. wearing surface

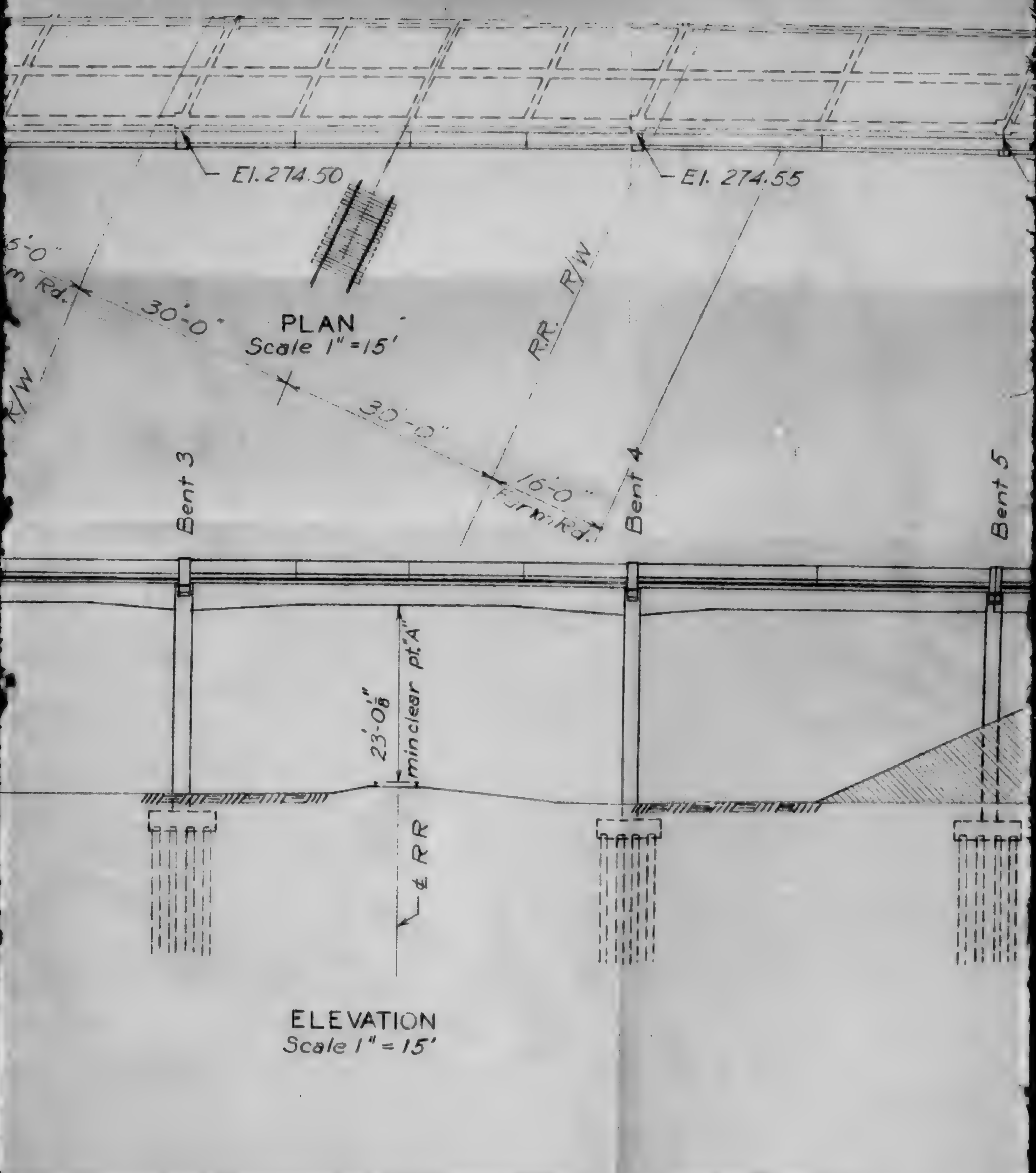

Bottom of beam at pt. "A"
8'-6"
corn. of col.
℄ track
corn of col.
25'-11¼"
25'-11¼"
23'-0⅛"
top of tracks

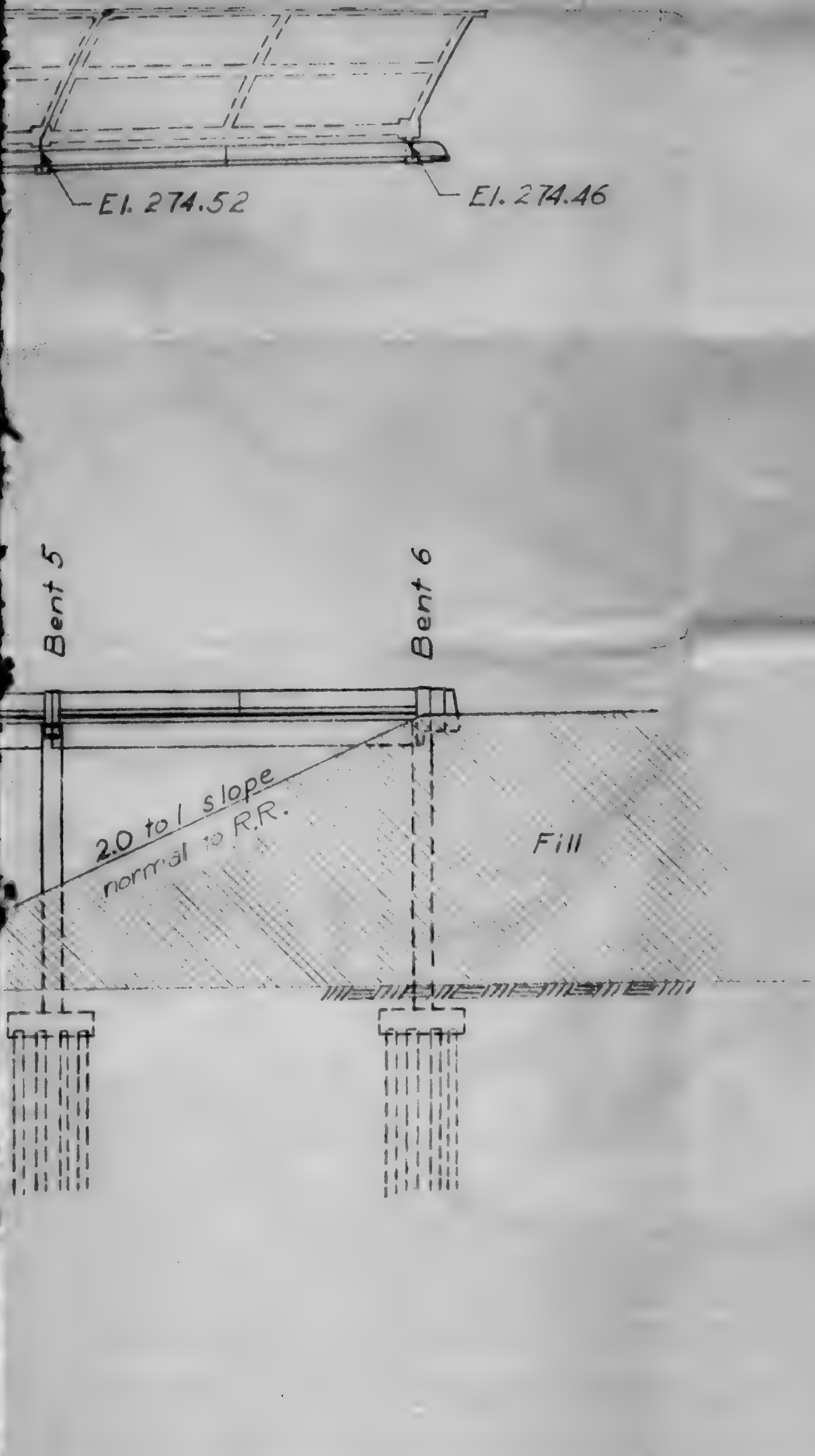
CLEARANCE DIAGRAM

No Scale

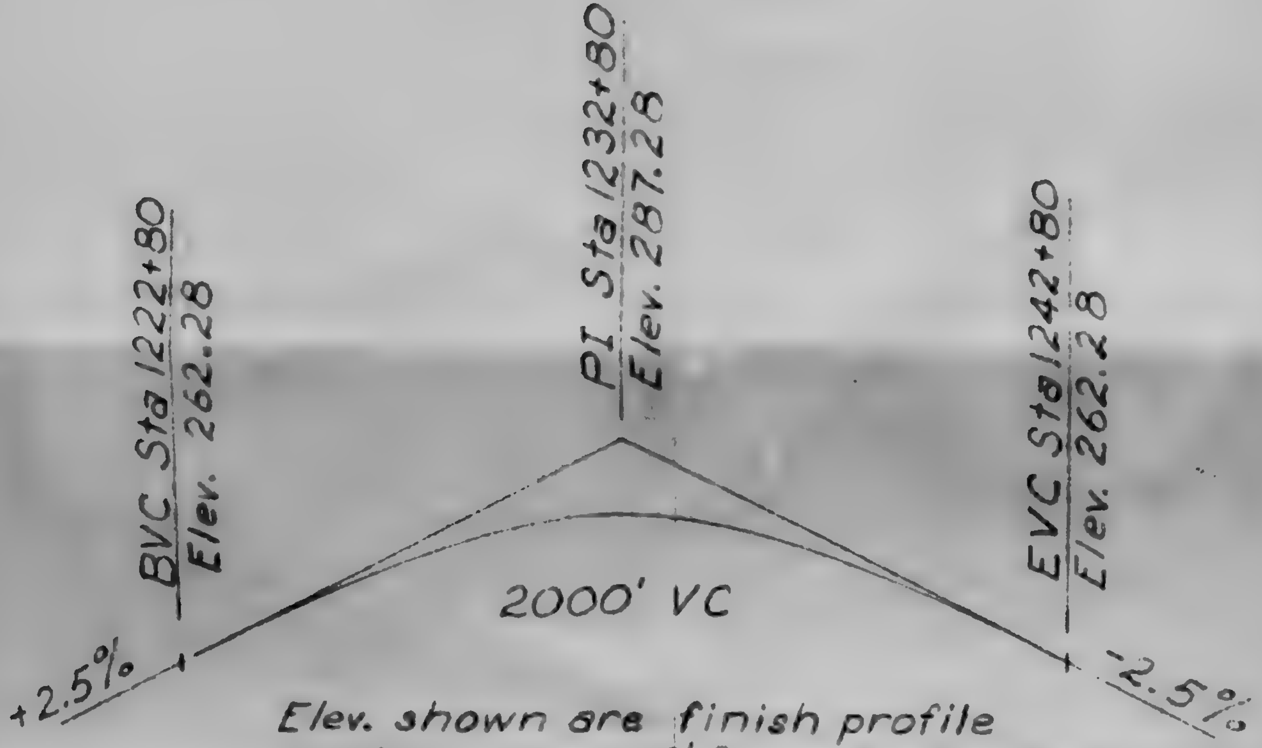
n on plan are
and are 0.17'
ade to allow for
g surface


34'-10"
30'-0"
2'-5"
El. 274.27
El. 274.40
16'-0"
Farm R
R.R. R/W
Bent 1
Bent 2
2.0 to 1 slope
(normal to R.R.)
Fill




El. 274.52
El. 274.46
Bent 5
Bent 6
2.0 to 1 slope
normal to R.R.
Fill

JUNE
SCAL


BVC Sta 1222+80
Elev. 262.28
PI Sta 1232+80
Elev. 287.28
EVC Sta 1242+80
Elev. 262.28
2000' VC
+2.5%
-2.5%

Elev. shown are finish profile grades carried 12' from ℄ of rdwy. towards outside shoulder

GRADE LINE DIAGRAM
No Scale

OREGON
STATE HIGHWAY COMMISSION

PACIFIC HIGHWAY OVERCROSSING
OF
TALLMAN BRANCH OF SOUTHERN PACIFIC R. R.

S.P. OVERCROSSING — LANE COUNTY LINE SECTION

PRELIMINARY PLAN & ELEVATION

JUNE 12, 1957
SCALE AS NOTED

DRAWN BY GRS

BRIDGE NO. 8226
DWG. NO. 8226-A

24-3458 Highway Bldg. Electrical 1958
System
#5321

RECEIVED
MAY 1[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

May 13, 1959

[illegible]8

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5321	4 Final	Electric Corporation	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
10855	H244023	$ 9,070.97	5/13/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 80 workdays from September 22, 1958

Time Extensions: 1 Extension - 40 additional workdays

Completion Date: February 18, 1959

Date Accepted: April 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: May 14, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: MAY 15 1959
GRu

NOTED ON CARD
[illegible]

RECEIVED
MAY 6 - 1959

FOR FILING

24-3458

5321

May 5, 1959

CERTIFIED MAIL

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway Contract #5321 for electrical distribution addition in the State Highway Building in Salem, Marion County, was completed by the contractor, Electric Corporation, on February 18, 1959, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $9,070.97 will be released to the contractor on or after May 15, 1959. The total contract amount is $21,168.18, of which amount $228.18 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
MAR - 6 1959
FOR FILING

24-3458

5321

Mar. 5, 1959

Electric Corporation
1270 Wilbur St.
Salem, Oregon

Gentlemen:

The State Highway Commission at its meeting held on Mar. 5, 1959, had under discussion your request for 40 additional days' time within which to complete your contract No. 5321, for Electrical Distribution Addition to State Highway Building in Marion County.

We are pleased to inform you that the Highway Commission granted your request. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered but did not necessarily adopt any of the reasons given by you for failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

en

cc: Ivan D. Merchant
J. D. Walker
David Berger

RECEIVED
FEB 13 1959
FOR FILING

24-3458

5321

February 10, 1959

Request No. 1
Mar. 5 + 6 meeting

Oregon State Highway Commission

Gentlemen:

Contract No. 5321, Electrical Distribution System, State Highway Building, was awarded to the Electric Corporation, 1270 Wilbur S. E., Salem, Oregon, on September 11, 1958. This contract covers additions to the electrical distribution system of the State Highway Building and was made necessary by the increased electrical demands in the building. The contract calls for completion within 80 working days, computed from 10 days after award of contract.

Much of the additional equipment required in this building is of a specialized nature and portions of it had to be made in the factory for this particular job. Due to the nature of equipment to be installed, the contractor did not receive this equipment from the factories in time to complete the job within the specified workdays from the date on which working days started. Since receiving the equipment, the contractor has made very good progress on the job; however, he is requesting an additional time of 40 workdays for the completion.

I recommend that the contractor be given the additional 40 days requested, without penalty, to complete this job because of the above-mentioned reasons. This is not a federal-aid job. There will be no loss to the State in any way from this additional length of time requested.

Copies of the contractor's request for increase in number of workdays and concurrence of surety are attached.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

IDM:mm:ae

cc to: Mr. G. S. Paxson
Mr. Ivan D. Merchant

RECEIVED
OCT 14 1958
FOR FILING

4-545
5321

FORM 2-123 5M 4-56

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 13, 1958

Electric Corporation
1270 Wilbur St.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5321, awarded Sept. 11, 1958,
for Electrical Distribution Addition to
State Highway Building in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

5321

September 12, 1958

Electric Corporation
P. O. Box 256
Salem, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, awarded to you State Highway Contract No. 5321 for addition to the electrical distribution system in the highway building in Salem, Oregon, in Marion County.

This award was based on your bid of $20,940.00 which was the low bid submitted to the Commission on September 9, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

I-5-6(12) Sheridan St. O'Xing 1958
300
45322

RECEIVED
FEB 19 1963
FOR FILING

I 5 6 (12) 300

5322

February 18, 1963

1338

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Dear Sir:

Re: Oregon Project I-5-6 (12) 300
Harbor Drive-Washington Co. Line

Reference is made to your letter of January 30 and the accompanying exception in regard to F.A.P. No. I-5-6 (12) 300 - our Contract No. 5322.

The field records for this contract were at all times in the file room of the Bridge Division in Salem. The file drawer had been inadvertently mislabeled. These records are available for your auditor's inspection.

Exception No. 8 covers excess timber piling on Contract No. 5384. This is one of several exceptions we have received recently in regard to excess piling. We wish to object to the issuing of such exceptions.

Approximately a year ago, a meeting was held in my office with Mr. C. G. Polk and members of the Bureau of Public Roads and the State Highway Department. At that time, an understanding and agreement was reached on the method to take care of excess piling on bridge contracts. On April 18, 1962, a letter of instructions to all State Highway personnel was issued incorporating the results of the agreement reached with the Bureau of Public Roads. On April 20, a letter was sent to Mr. Polk enclosing two copies of the regulations as issued to State Highway personnel.

The understanding at the meeting with the Bureau of Roads personnel was that all future contracts would include specifications to take care of the excess piling. At no time did the State Highway Department understand that these regulations would be retroactive.

Exception No. 8, and others in regard to excess piling, have caused considerable confusion, as usually the piling has been used on other projects by our Maintenance Division so it no longer can be carried in a holding account.

It is our opinion that the matter of excess piling should not have been retroactive, but should have gone into effect at the date of the meeting between representatives of the Bureau of Public Roads and the Highway Department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

cc Mr. Forrest Cooper
cc Mr. C. H. Maison
cc Mr. L. H. Young

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 30, 1963

FROM : A. W. Parsons, Division Engineer
08-35.5 Salem, Oregon

By: L R Backlund
L. R. Backlund
Administrative Manager

SUBJECT: Oregon Project I-5-6(12)300
Harbor Drive-Washington Co. Line
Voucher No. 17 - Final

The audit on the subject voucher has been completed. Before taking final action as to disposition of the audit findings, on two exceptions, we feel you should have the opportunity to review them and present additional justification or documentations.

Exception No. 7, in the amount of $92,745.62, covers Contract No. 5322, cited in its entirety for the reason that the basic records supporting quantity items apparently have been lost. Documentations as to the circumstances relating to the loss and efforts made to locate the missing records would be desirable.

Exception No. 8, in the amount of $7,763.00, covers timber piling on Contract No. 5384, that apparently was not incorporated into the project.

It is felt that possibly the Division records may contain additional information relating to the piling left over from the project that was not available in the records at your headquarters office.

A copy of the two exceptions is attached for your information. We would appreciate your reply as soon as convenient.

Attachments

RECEIVED
JAN 31 1963
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

PAGE 1 OF 1 PAGES

FORM PR-1042
(8-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS

(Administrative Manual, Vol. 34, Chap. III)

M NO.
7

DIVISION OFFICE NO.
35

ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER I-5-6(12)300 ✓	VOUCHER NUMBER Vo.#12-Final (35-181)	AMOUNT CLAIMED $ 290,009.00

EXCEPTION

Payments to Contractor - Type Code X720
Sheridan Street Overcrossing

(Sta. "LS" 76+50.56 to Sta. "LS" 77+99.59)
Contract No. 5322 - Items 1 thru 8 and PA #1 - $92,745.62

State Highway Department basic field records, reports, diaries, computations and measurements, tallies, and receipts, supporting the quantitative amount of each contract work item, (1) incorporated into the project, and (2) shown on the contractor's final pay estimate, and (3) claimed on the PR-20 final voucher, are not presently available. In the absence of these records, verification of the claimed items and quantities actually incorporated into the project was not possible (examination of records of like contract items in some other claims has revealed that the claimed quantities were greater than the quantities actually incorporated into the project). In accordance with para. 1.9 and 1.30, Part II, Regulations and Standards, Title 23-Highways, exception is taken to the value of this claim:

Value Claimed Sheridan Overcrossing - - - - - - - - - - - - - - - - - -	$92,745.62
Value A[illegible] Supported by official records and documents - - - - -	0.00
Value unsupported by official State records and documents and hence ineligible - - - - - - - - - - - -	$92,745.62

Sherridan St Gr Sep
Job 8193 Compl 4/8/59 Not [illegible]

REPLACES FORM PR-302, WHICH IS OBSOLETE

U.S. GOVERNMENT PRINTING OFFICE 1962 O-635483

USCOMM-DC 49112-P61

PAGE 1 OF 2 PAGES

FORM PR-1548
(3-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS

(IM 4-1-61)

M NO
8

DIVISION OFFICE NO
35

ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER I-5-6(12)300	VOUCHER NUMBER Vo. #17-Final (35-181)	AMOUNT CLAIMED $ 290,009.00

EXCEPTION

Payments to Contractor - Type Code X721
Porter Street Undercrossing (Sta. "LS" 90+23.73)
Contract 5384 - Item No. 2 -
Furnish treated timber piling - $27,615.00

Job 8194
Porter St
Lord Bros
Compl 12/18/59

An examination of project field records disclosed that the claimed lin. ft. for subject item is based on order length footage without consideration of (1) Unused treated timber piling order length(s) and (2) salvable treated timber piling cut-off length(s) not actually incorporated into the subject project. Therefore, in accordance with para. 121 of Part I, Section I and para. 1.9, 1.18 and 1.30 CFR - Title 23 - Highways exception is taken to amount claimed:

Amount Claimed - Est. No. 11 - Final Vo. # 2543, Jan. 1960 - 19,725 Lin. Ft. @ $1.40 per.	$27,615.00
Amount Allowable - Per Project Field Records, 14,180 Lin. Ft. @ $1.40 per.	19,852.00

__Project Field Records__

(1) Unused Order Length (Cut-off and/or halved order length used as lead lengths in place of order list length):

__Bent No.__	__Pile No(s)__	__#__	__Lin. Ft.__	__Total__
3	5, 6, 7, 13, 15, 29, 23, 30, 31, 32, 37, 39	12	25	300
7	6	1	40	40
8	1, 3, 5, 7, 9, 10, 13, 14, 15, 17, 19, 22, 24, 26, 27, 28	16	45	720
9	9, 10, 11, 12, 13, 15, 22, 23, 24, 25, 26, 27, 28, 36, 37, 38, 39, 40, 42, 44, 46, 48, (-14)	21	50	1050
10L	2, 3, 4, 5, 6, 8, 10, 12, 13, 15, 17	11	50	550
10R	4, 7, 9, 12, 13, 14	6	50	300

REPLACES FORM PR-306, WHICH IS OBSOLETE ☆ U. S. GOVERNMENT PRINTING OFFICE : 1961—[illegible] USCOMM-DC 46112-P61

PAGE 2 OF 2 PAGES

FORM PR-1032-A
(9-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS (Continued)
(IM 4-1-61)

TM NO 8

DIVISION OFFICE NO 35

PROJECT NUMBER I-5-6(12)300

VOUCHER NUMBER Vo. #17-Final (35-181)

Bent No.	Pile No(s)	#	Lin. Ft.	Total
11	1, 7 thru 36, 38, 40, 42, 44, 47	36	50	1800
11a	2, 5, 8, 10, 12, 13, 16, 17, 18, 21, 25 thru 30, 37 thru 43, -23 -17 to Bent 11a	6	60	360
		(1) Subtotal		5120

(2) Salvable cut-off lengths (at least equal to minimum order list length)

Bent No.	Pile No(s)	#	Lin. Ft.	Total
1	5, 7	2	25	50
4	11, 12	2	25	50
7	11	1	25	25
8	31	1	25	25
9	18, 19, 49	3	25	75
11	4, 6, 43	3	25	75
12	1	1	25	25
12a	1, 2, 3, 8	4	25	100
		(2) Subtotal		425

Amount Ineligible
Treated Timber Piling
5,545 lin. ft., (1) + (2) @ $1.40 per. . . . . $ 7,763.00

REPLACES FORM PR-302-A, WHICH IS OBSOLETE

RECEIVED
JUN 11 1959
FOR [illegible]

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 8, 1959

J-5-6(12)300

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5322	5 Final	Birkemeier Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13337	H246568	$6,790.14	6/8/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 120 workdays from December 8, 1958

Time Extensions: None of record

Completion Date: April 8, 1959

Date Accepted: April 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: June 9, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

JUN -9 1959
jc

NOTED ON CARD
dc

RECEIVED
MAY 29 1959
FOR FILING
[illegible]
5322

May 27, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5322 for the Sheridan Street Overcrossing construction on Harbor Drive-Washington County Line Section of the Pacific Highway in Multnomah County was completed by the contractor, Birkemeier Construction Company, on April 8, 1959, and was formally accepted by the Highway Commission on April 16, 1959.

Final payment in the amount of $6,790.14 will be released to the contractor on or after June 8, 1959. The total contract amount is $92,745.62, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
OCT 15 1958
FOR FILING

FORM 2-138

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

I-5-L(12)-300

5322

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 14, 1958

Birkemeier Construction Co.
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5322, awarded Sept. 11, 1958, for Sheridan Street Overcrossing on the Harbor Drive-Washington County Line Section of the Pacific Highway (Baldock Freeway) in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

5322

September 12, 1958

Birkemeier Construction Company
14511 S. E. River Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, awarded to you State Highway Contract No. 5322 for Sheridan Street Overcrossing in the city of Portland in Multnomah County.

This award was based on your bid of $88,610.00 which was the low bid submitted to the Commission on September 9, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 16 1958
FOR FILING
I-5-6(12)300

5322

When replying, refer to
08-35.4-0

September 11, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5322 for Oregon Project I-5-6(12)300, Sheridan Street Overcrossing on the Harbor Drive-Lowell Street Section of the Pacific Highway, to Birkemeier Construction Co. of Milwaukie, Oregon, low bidder in the amount of $88,610.00 at the September 9, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Orig to
Mr. Merchant

NOTED
J. C. PAXSON

RECEIVED
FOR FILING
I-5-6(12)300

5322 08-35.4

August 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-6(12)300, structures, Sheridan Street Overcrossing, and the Porter Street Undercrossing in Portland on the Pacific Highway.

This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the design details. This is to authorize your advertising for bids.

Very truly yours,

C. C. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

Original to
Mr. Merchant

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
C. E. PAXSON

29-3321 Cape Lookout St. Park Ext. 1958

#5323

RECEIVED
FOR FILING
21-2221
5323

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 21, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5323	8 Final	Lloyd G. Sperling	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
22810	47827	$ 2,808.31	9/16/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapinske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from September 22, 1958**

Time Extensions: **None of record**

Completion Date: **April 14, 1959**

Date Accepted: **May 28, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **September 21, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:
SEP 22 1959

NOTED ON CARD
E C

A

RECEIVED
AUG 31 1959
FOR FILING

[illegible]

[illegible]

August 31, 1959

The Aetna Casualty & Surety Co.
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5323, for the Cape Lookout State Park Extension in Tillamook County, was completed by the contractor, Lloyd G. Sperling, on April 14, 1959 and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $2,808.31 will be released to the contractor on or after September 10, 1959. The total contract amount is $72,470.82 of which amount $243.47 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

JMC

cc: Elliott-Portmann Insurance Agency
2016 2nd Street
Tillamook, Oregon

NOTED ON CARD

Gmc
8/31/59

RECEIVED
MAY 1 - 1959
FOR FILING

[illegible]

5323

CERTIFIED MAIL April 30, 1959

The Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Lloyd O. Sperling in connection with contract #5323, covering Cape Lookout State Park Extension in Tillamook County. This payment, in the amount of $15,588.79, will be released to the contractor on or after May 11, 1959. The retained percentage is $2,154.51.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: The Aetna Casualty and Surety Company
Elliott-Portmann Insurance Agency
2016 2nd Street
Tillamook, Oregon

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 15 1958
FOR FILING

29-3321

5323

Oct. 14, 1958

Lloyd G. Sperling
1415 Sixth Street
Tillamook, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5323, awarded Sept. 11, 1958, for Cape Lookout State Park Extension in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP 15 1958
FOR FILING

[illegible]

5323

September 12, 1958

Mr. Lloyd G. Sperling
Box 94
Tillamook, Oregon

Dear Mr. Sperling:

The State Highway Commission on September 11, 1958, awarded to you State Highway Contract No. 5323 for Cape Lookout State Park Extension in Tillamook County.

This award was based on your bid of $72,711.60, which was the low bid submitted to the Commission on September 9, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant
C. H. Armstrong

DS-284(3) Tigard-Bonita Rd. Sec. of 1958
Beaverton-Tualatin Hwy.
#5324 (Grad. & Paving)

RECEIVED
[illegible] 1960

NOTED
W. C. WILLIAMS

[illegible] A

March 21, 1960

Tigard-Bonita Road Section
Contract No. 5324

DS-284(3)

Item
5324

FINAL COST ANALYSIS

Grading & Paving
Contractor: Oregon Asphalt Paving Co.
Resident Engineer: John H. Burton

Beaverton-Tualatin Hwy.
Prefix 134-1010
Project #DS-284(3)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing & Grubbing	100%	All	2,750.00		2,400.00	2,750.00
Removal of Curbs	174.4	Lin. Ft.	0.30	0.30	52.32	52.32
Removal of Inlets	1	Each	25.00	20.00	20.00	25.00
Drainage Excavation	255.68	Cu. Yd.	2.50	2.50	639.20	639.20
General Excavation	12,592.8	Cu. Yd.	0.65	0.65	8,185.32	8,185.32
Finish R. B. & Slopes	.553	Mile	500.00	300.00	165.90	276.50
12" Conc. Culv. Pipe	603	Lin. Ft.	2.25	1.89	1,136.85	1,356.75
18" Conc. Culv. Pipe	196	Lin. Ft.	3.00	3.00	588.00	588.00
24" Conc. Culv. Pipe	52	Lin. Ft.	5.00	5.00	260.00	260.00
12" Conc. Sewer Pipe	354	Lin. Ft.	2.10	1.95	690.30	743.40
Conc. Inlets, Type GB-1	4	Each	80.00	75.00	300.00	320.00
Concrete Manholes	1	Each	220.00	210.00	210.00	220.00
Adjustment of Manholes	4	Each	50.00	30.00	120.00	200.00
Concrete Curbs	23.37	Cu. Yd.	42.00	40.00	934.80	981.54
Coarse Cr. Mat'l in Base	12,069.2	Ton	2.10	1.88	22,679.32	25,345.32
3/4"-0 Cr. Mat'l in Base	2,829.2	Ton	2.25	2.03	5,756.14	6,365.70
Sprinkling	106	M-Gal.	3.00	2.28	241.31	318.00
Preparation of Base	.553	Mile	1,000.00	472.02	261.03	553.00
3/4"-0 Mat'l in Binder Course	174.2	Ton	3.00	2.32	404.16	522.60
RC-3 Asphalt	16.16	Ton	42.00	39.78	642.89	678.72
Cl. "A" Asph. Conc. in Pavement	2,151.46	Ton	6.25	5.25	11,305.22	13,446.63
Cl. "B" Asph. Conc. in Footpath	59.15	Ton	8.00	10.85	641.50	473.20

Final Cost Analysis - Contract No. 5324
Tigard-Bonita Road Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Extra for Asph. Conc. Approaches	39	Each	30.00	25.56	996.93	1,170.00
Remove & Reset Mail Boxes	35	Each	5.50	6.24	218.24	192.50
PA#1 Falling Danger Tree	100%	All	90.00		70.00	90.00
Force Account					1,001.11	1,078.18
					$ 59,920.54	$ 66,831.88

	Gross Revenue	Total Cost	Profit	% Profit
Oregon Asphalt Paving Co.	55,850.31	48,938.97	6,911.34	12.4%
Logan, Taylor Company	10,981.57	10,981.57	- -	- -
	$ 66,831.88	$ 59,920.54	$ 6,911.34	10.3%

Net Profit Equals 10.3% of Gross Revenue

DETAIL OF COST - Contract No. 5324

Labor:				
Labor			$ 5,300.39	
Labor Insurance			530.04	
Health and Welfare			159.01	$ 5,989.44
Materials:				
12" Conc. Culv. Pipe	603 Lin. Ft.	@ $1.00	603.00	
Mail Box Posts	24 Each	@ $3.40	81.77	
RC-3 Asphalt Inc. Freight	16.16 Ton	@ $28.75	464.60	
Cr. Rock from Commercial	15,072 Ton	@ $1.16	17,484.22	
Cl. "B" Asph. Mix from Commercial Plant	2,210.61 Ton	@ $3.85	8,510.85	27,144.44
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			2,132.71	
Equipment Rental, Hired, Fully Operated			5,359.50	
Gas, Oil and Grease			875.65	
Bond			506.04	
P.U.C.			73.25	
P.L. and P.D. Insurance			66.25	
Amt. Pd. Logan & Taylor Co. Items 1, 3, 5, 6, & portion of 24			10,981.57	
Amt. Pd. H.G. Anderson for Dr. Exc., Pipe, Inlets & Manholes			3,650.86	
Amt. Pd. Portland Conc. Constr. Co. for Curbs			934.80	
Small Tools and Miscellaneous Supples			125.60	
Freight and Cartage			275.50	
Home Office and General Overhead			1,804.93	26,786.66
		TOTAL COST		$ 59,920.54

Remarks - Contract No. 5324

This was a "Federal Aid Secondary Project" calling for the grading and paving of 0.53 mile of highway roadbed on the Tigard-Bonita Section of the Beaverton-Tualatin Higheay in Washington County.

The contract was bid July 29, 1958, awarded September 11, 1958; work started September 23, 1958, and the project was completed August 10, 1959.

Logan, Taylor & Co., grading contractors, subcontracted items 1, 3, 5, 6, and a portion of #24. The clearing was started on September 23rd and ceased September 26th to allow utilities to adjust facilities. Work resumed April 6, 1959. A D-8 cat and a crew of five men worked on the clearing. The excavation was done with two D-W 10's, two D-8 cats with dozers, one cat #12 blade and a crew of seven men. Fair progress was made on the excavation.

The contractor hired H.G. Anderson to do the drainage excavation, install the culvert and sewer pipe, the concrete inlets and manholes and adjust manholes. Good progress was made on these items.

The contractor purchased the base and 3/4"-0 rock from a commercial plant and had the material hauled with hired trucks and processed with the contractor's equipment.

The contractor purchased the Class "B" asphaltic concrete from a commercial plant, hauled with hired and owned trucks and placed the material with his own equipment. Good progress was made on this item.

The contractor had good bid prices, good equipment, and good supervision realizing a good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
[illegible] 21 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 20, 1959

[illegible] 294 (3)
(CONTRACT NO.)

(EST. NO.)

(CONTRACTOR)

5324
(VOUCHER NO.)

6 Final
(WARRANT NO.)

Oregon Asphaltic Paving Co.
(AMOUNT)
(DATE)

25250

69787

$2,001.99

10/19/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G P Winchcomb
ACCOUNTING DIVISION

Specified completion date: **40 workdays from September 21, 1958**

Time Extensions: **None of record**

Completion Date: **August 10, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 21, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 21 1959
GRW

NOTED ON CARD
RC

RECEIVED
[illegible] 1959
FOR FILING
5324

MEMORANDUM

Utility Billing - Final Voucher
Oregon Project DS-284(3)
Tigard Water District

A 100% audit has been made of the utility billing on the subject voucher in accordance with the provisions of the approved secondary road plan (unqualified approval).

No citations were made on this billing and the total amount of $316.91 as claimed by the Tigard Water District is approved, as substantiated by audit work papers in state files, and claimed as eligible for federal participation in accordance with Bureau of Public Roads PPM30-4.

C. H. Maisen
Auditor

cc: Bureau of Public Roads
R. L. Porter (2)
Carl Smith
Gen. Files ✓

RECEIVED
SEP 30 1959
FOR FILING

[illegible]

5324

September 30, 1959

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4
Illinois

Gentlemen:

State Highway contract #5324 for grading-paving the Tigard-Bonita Road Section of the Beaverton-Tualatin Secondary Highway in Washington County was completed by the contractor, Oregon Asphaltic Paving Co., on August 10, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $2,001.99 will be released to the contractor on or after October 13, 1959. The total contract amount is $66,831.88, of which amount $1,078.18 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Continental Casualty Co.,
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland, Oregon

RECEIVED
SEP 18 1959
FOR FILING

[illegible]

5324

September 17, 1959

Continental Casualty Co.,
310 South Michigan Avenue
Chicago 4, Illinois

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Oregon Asphaltic Paving Company on contract #5324 for grading-paving the Tigard-Bonita Road Section of the Beaverton-Tualatin Secondary Highway in Washington County.

This payment, in the amount of $13,157.58, will be released to contractor on or after September 28, 1959. The retained percentage is $2,005.05.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Continental Casualty Co.,
105 Cobb Bldg.,
Seattle 1, Washington

cc: Continental Casualty Co.,
Tate, Westenfelder & Berg, Inc.,
Wilcox Bldg.,
Portland, Oregon

Form E-1—(Rev.)—10M—2-50

NS:284(3)

5324

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 29, 1959

Section TIGARD - BONITA ROAD

Kind of work Grading and Paving

Highway 217 County Washington

Section prefix 134-1010

Contractor Oregon Asphalt Paving Co.

Contract number 5324

Date of contract September 11, 1958

Specified work days 40

Date work started September 23, 1958

Work days used 40

Project authorization $77,312.81

Exclusive of engineering $71,715.01

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $67,350.68

Estimated per cent ~~overrun or~~ underrun 14 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $5497.80

Engineering cost to date $5497.80, 100 %

Date project was completed August 10, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate submitted to Division Office on Tuesday.

CONSTRUCTION DIVISION
RECEIVED
AUG 31 1959
NOTED-- ☒ CE ☒ ACE ☒ ACE ☐ ☒ COE

NOTED
JOHN R. OAKES

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed John H. Burton
John H. Burton Resident Engineer

Address 2131 S.W. Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.55	0.55			0.55
Miles partially completed					
Miles completed	0.55	0.55			0.55
Total estimated quantities (contract)	12,700	16,750			1900
Total quantities corrected to date	12,600	14,898			2151
Estimated quantities moved or placed to date	12,600	14,898			2151
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	Cloudy		
Thursday	"		
Friday	"		
Saturday			

A

RECEIVED
AUG 17 1959

FOR FILING

DS-284 (3)

5324

August 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 10, 1959, on Contract No. 5324, Tigard-Bonita Road Section, in Washington County, in connection with Federal Aid Project No. DS-284(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson
DBP:cr

[illegible] 5324 A

RECEIVED
JUL 17 1959
FOR FILING

DS 284(3)

5324

June 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to include costs of utility work for the Tigard-Bonita Road Section, Project No. DS-284(3).

The estimate has been revised to include cost of work to be done by the Tigard Water District. This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:mfh

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-284(3)

TIGARD-BONITA ROAD SECTION OF THE
BEAVERTON-TUALATIN HIGHWAY IN WASHINGTON COUNTY

(Estimate revised to include work by the Tigard Water District. Not as a basis for modification of project agreement.)

Salem, Oregon, June 16, 1959

Type Code 6201
Roadway (Sta. 0+32 to Sta. 15+50)(Sta. 7+50 to Sta. 20+50)(Contract No. 5324)

Clearing and Grubbing	All	Required		$ 2,750.00
Removal of Curbs	190	lin. ft.	$ .30	57.00
Removal of Inlets	1	only	25.00	25.00
Drainage Excavation, Unclassified	260	cu. yds.	2.50	650.00
General Excavation, Unclassified	12,700	cu. yds.	.65	8,255.00
Finishing Roadbed and Slopes	.53	mile	500.00	265.00
12-inch Concrete Pipe	350	lin. ft.	2.25	787.50
18-inch Concrete Pipe	280	lin. ft.	3.00	840.00
24-inch Concrete Pipe	65	lin. ft.	5.00	325.00
12-inch Sewer Pipe	390	lin. ft.	2.10	819.00
Concrete Inlets, Type "GB-1"	3	only	80.00	240.00
Concrete Manholes	1	only	220.00	220.00
Adjustment of Manholes	4	only	50.00	200.00
Concrete Curbs	28	cu. yds.	42.00	1,176.00
Coarse Crushed Material in Base	13,880	tons	2.10	29,148.00
3/4" - 0 Material in Base	2,690	tons	2.25	6,052.50
Sprinkling	250	M-gals.	3.00	750.00
Preparation of Base	.53	Mile	1,000.00	530.00
3/4" - 0 Material in Binder Course	140	tons	3.00	420.00
RC-3 Asphalt	15	tons	42.00	630.00
Class "B" Asphaltic Concrete in Pavement	1,900	tons	6.25	11,875.00
Class "B" Asphaltic Concrete in Footpaths	45	tons	8.00	360.00
Extra for Asphaltic Concrete Approaches	32	only	30.00	960.00
				$67,335.00
Flagging(57½% of Contractor's Cost)	All	Required		1,000.00
Work by Tigard Water District	All	Required		210.00
		Subtotal		$68,545.00
		Engr. & Cont.		6,623.50
		Total		$75,168.50

Length of Roadway	0.534 Mile
Cost of Roadway per Mile	$140,764.98

Federal "DS" Funds	$56,000.00
Federal "LF" Funds	11,800.00
State Funds	7,368.50
	$75,168.50

State Funds for Construction:	Chap. 175, Laws 1917 Chap. 31, Laws 1920 Chap. 529, Laws 1939
State Funds for Maintenance:	Chap. 529, Laws 1939

TIGARD-BONITA ROAD SECTION

Project No. DS-284(3)

Estimated cost of work to be done by the Tigard Water District

Materials		$110.00
Labor		100.00
		$210.00
	Use	$210.00

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MAY 5 - 1959
FOR FILING

D8-284(3)

5324

Salem, Oregon
May 4, 1959

P. A. No. 1
Tigard-Bonita Road Section
Contract No. 5324
R/W File No. 27862-Landis

Mr. John H. Burton
Resident Highway Engineer
2131 S. W. Scholls Ferry Road
Portland 1, Oregon

We have been informed by Mr. Walter Wright, Rights of Way Engineer, that arrangements have been made with Landis for an additional payment in lieu of constructing the retaining wall under the subject price agreement.

Price Agreement No. 1 is therefore cancelled.

DBP:mfh

D. B. Parkes
Contract Payments Engineer

cc: A. G. Skelton
L. H. Young

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NOV 17 1958
FOR FILING
[illegible]

[illegible]

When replying, refer to:
08-35.4

November 14, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project UG-084(3)
Tigard-Bonita Section
Order for State Force Work
Seeding and Mulching
Estimated Total Cost $250
Federal Funds $183

Dear Sir:

Your letter of October 22, 1958 requested approval of State force account in the performance of the necessary seeding and mulching work.

As the contractor is neither properly equipped nor staffed to perform this type of work while the State has trained crews and special equipment to perform the work most economically, and also because the amount of work is too small to warrant a separate contract, we are approving the use of State forces as being in the public interest.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

orig to
Mr. Probert

RECEIVED
OCT 23 1958
FOR FILING

DS 284(3)

5324

October 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224,238 covering seeding and mulching on the Tigard-Bonita Road Section of the Beaverton-Tualatin Highway in Washington County, Contract No. 5324, in connection with Federal Aid Project No. DS-284(3).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment, operated by experienced crews. The amount is too small to be done economically by separate contract.

The total estimated amount of the order is $250.00 with federal participation of $185.00.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

FORM 2-128 5M 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
SEP 30 1958
FOR FILING

[illegible]

5324

Sept. 30, 1958

Oregon Asphaltic Paving Co.
0441 S. W. Porter St.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5324, awarded Sept. 11, 1958, for grading and paving on the Tigard-Bonita Road Section of the Beaverton-Tualatin Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
SEP [illegible]
FOR FILING
[illegible]-214(3)
[illegible]

A

September 25, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 23, 1958, on Contract No. 5324, Tigard-Bonita Section, in Washington County, in connection with Federal Aid Project No. DS-214(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

A

Oregon State Highway Department	Federal Aid Secondary Project No. DS-284(3)

TIGARD-BONITA ROAD SECTION OF THE BEAVERTON-TUALATIN HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 15, 1958

Type Code 6201
Roadway (Sta. 0+32 to Sta. 15+50)(Sta. 7+50 to Sta. 20+50)
(Contract No. 5324)

Clearing and Grubbing	All	Required	$	$ 2,750.00
Removal of Curbs	190	lin.ft.	0.30	57.00
Removal of Inlets	1	only	25.00	25.00
Drainage Excavation, Unclassified	260	cu.yds.	2.50	650.00
General Excavation, Unclassified	12,700	cu.yds.	0.65	8,255.00
Finishing Roadbed and Slopes	0.53	Miles	500.00	265.00
12-inch Concrete Pipe	350	lin.ft.	2.25	787.50
18-inch Concrete Pipe	280	lin.ft.	3.00	840.00
24-inch Concrete Pipe	65	lin.ft.	5.00	325.00
12-inch Sewer Pipe	390	lin.ft.	2.10	819.00
Concrete Inlets, Type "CB-1"	3	only	80.00	240.00
Concrete Manholes	1	only	220.00	220.00
Adjustment of Manholes	4	only	50.00	200.00
Concrete Curbs	28	cu.yds.	42.00	1,176.00
Coarse Crushed Material in Base	13,880	tons	2.10	29,148.00
3/4"-0 Material in Base	2,690	tons	2.25	6,052.50
Sprinkling	250	M-gals.	3.00	750.00
Preparation of Base	0.53	Mile	1,000.00	530.00
3/4"-0 Material in Binder Course	140	tons	3.00	420.00
RC-3 Asphalt	15	tons	42.00	630.00
Class "B" Asphaltic Concrete in Pavement	1,900	tons	6.25	11,875.00
Class "B" Asphaltic Concrete in Footpaths	45	tons	8.00	360.00
Extra for Asphaltic Concrete Approaches	32	only	30.00	960.00
				$67,335.00
Flagging (57½% of Contractor's Cost)	All	Required		1,000.00
	Subtotal			$68,335.00
	10% Engr. & Cont.			6,833.50
	Total			$75,168.50

Length of Roadway . . . . 0.534 Mile
Cost of Roadway Per Mile $140,764.98

Federal "DS" Funds	$56,000.00
Federal "LS" Funds	11,800.00
State Funds	7,368.50
	$75,168.50

State Funds for Construction: Chap. 175, laws 1917, Chap. 529, laws 1939,
Chap. 31, laws 1920,
State Funds for Maintenance: Chap. 529, laws 1939.

RECEIVED
OCT 20 1958
FOR FILING
DL-284 (3)

5324

September 11, 1958

Oregon Asphaltic Paving Company
8441 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for grading and paving on the Tigard-Bonita Road Section of the Beaverton-Tualatin Highway in Washington County for the sum of $67,472.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5324.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc.
2419 Third Avenue
Seattle 1, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

A

RECEIVED
OCT 20 1958
FOR FILING
DS 254 (3)

5324

September 11, 1958

Oregon Asphaltic Paving Company
8441 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

The State Highway Commission on July 31, 1958 accepted your proposal for grading and paving on the Tigard-Bonita Road Section of the Beaverton-Tualatin Highway in Washington County for the sum of $67,472.80 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5324.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc.
2419 Third Avenue
Seattle 1, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired, otherwise this message will be sent as a fast telegram

TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 11, 1958

Oregon Asphaltic Paving Company
0441 S. W. Porter Street
Portland 1, Oregon

Gentlemen:

Contract for Tigard-Bonita Road Section of Beaverton-Tualatin Highway, Washington County, for which you submitted low bid on July 29, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Accounting (5003-900)
C. W. Head
Files

RECEIVED
SEP 10 1958
FOR FILING

DS-284(3)

5324

Salem, Oregon
September 10, 1958

BPR authorization to proceed with
acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of September 5, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Tigard-Bonita Road Section of the Beaverton-
Tualatin Secondary Highway in Washington County.
Length 0.63 Mile. Prefix 134-2505.

S. H. Probert
Office Engineer

SHP:bb

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5324

July 29, 1958

W. C. WILLIA

Mr. Eldon W. Carter, Consulting Engineer
Tigard Sewer District
319 S.W. Washington Street
Portland 4, Oregon

Re: Tigard Sewer District
Sewer Manhole Adjustments
Tigard-Bonita Road Section
Beaverton-Tualatin Highway
Washington County

Dear Mr. Carter:

Bids on the above titled project are being received today and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work in the near future.

The adjustments involve the raising or lowering of 5 manhole covers along the northerly unit of the project. These facilities are located on State highway right of way, apparently without permit, so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. John Burton, 2131 S. W. Scholls Ferry Road, Portland 1, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Skelton
Mr. John Burton
Mr. F. W. Farrar

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-129-X 25M 5-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR [illegible]

SS-284(3)

5-2-4

July 29, 1958

Northwest Natural Gas Co.
Public Service Building
Portland 4, Oregon

Re: Northwest Natural Gas Co.
Gas Line Adjustment
Tigard-Bonita Rd. Section
Beaverton-Tualatin Highway
Washington County

NOTE
W. C. WILLIAMS

Gentlemen:

Bids on the above titled project are being received today and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as promptly as possible.

The work involves the adjustment of mains and service lines as required throughout the northerly unit of the project and between Highway Stations 7+50 and 15+50 on the southerly unit. These facilities were located on State highway right of way under Permit No. 3408, dated January 23, 1952, so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details may be secured from Mr. John Burton, 2131 S.W. Scholls Ferry Road, Portland 1, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. John Burton
Mr. F. W. Farrar

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

22214 (3)

5324

July 29, 1958

NOTE
W. C. WILLIA

Tigard Water District
c/o Mr. Eldon W. Carter
Consulting Engineer
319 S. W. Washington Street
Portland 4, Oregon

Re: Tigard Water District
Water System Adjustments
Tigard-Bonita Rd. Section
Beaverton-Tualatin Highway
Washington County

Dear Mr. Carter:

Bids on the above titled project are being received today and some of your facilities must be adjusted in order to accommodate the highway construction.

Your existing water main and service connections must be adjusted as required throughout the northerly unit of the project and between Highway Stations 7+50 and 9+50.

Your existing water main is located on State highway right of way under the terms of Permit No. 1135, dated December 19, 1938, so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. John Burton, 2131 S. W. Scholls Ferry Road, Portland 1, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
Mr. L. H. Young
Mr. A. G. Skelton
Mr. John Burton
Mr. F. W. Farrar

NOTED
FORREST COOPER

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 25M 5-58

RECEIVED

FOR FILING

5324

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 29, 1958

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Tigard-Bonita Road Section
Beaverton-Tualatin Highway
Washington County

W. C. WILLIAMS

Gentlemen:

Bids on the above titled project are being received today and certain of your facilities must be adjusted in order to accommodate the highway construction. It is requested that your proceed with the work as promptly as possible.

The adjustment involves the relocation of contacts on power poles along the northerly unit of the project, and a pole line along the westerly side of the existing road along the southerly unit. The power line is on State highway right of way by permit, and the pole line on the southerly unit is on State highway right of way under the terms of Permit No. 694, dated June 29, 1935, so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. John Burton, 2131 S. W. Scholls Ferry Road, Portland 1, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. John Burton
Mr. F. W. Farrar

NOTED

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 29, 1958

NOTE
W. C. WILLIAMS

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustment
Tigard-Bonita Road Section
Beaverton-Tualatin Highway
Washington County

Gentlemen:

Bids on the above titled project are being received today and some of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work in the near future.

The adjustment involves the relocation of a power line on the easterly side of the existing road on both units of the project. This line is on State highway right of way, partly under Permit No. 1395, dated May 24, 1940, and partly without permit, so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. John Burton, 2131 S. W. Scholls Ferry Road, Portland 1, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper ✓
Mr. L. H. Young
Mr. A. G. Skelton
Mr. John Burton
Mr. F. W. Farrar

RECEIVED
JUL 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DS-400(1) Crook Cr. & Edson Cr. 1958
DS-401(1) Bridges
#5325

FAS #876
Curry Co.

NOTED
V. R. [illegible]

March 1, 1966

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

5325

NOTED
H. S. COX

Mr. James Campbell
County Road Department
Curry County Courthouse
Gold Beach, Oregon

NOTED
DON HARWELL

Dear Mr. Campbell:

We have been unable to determine the right of way width on the Pistol River Road (FAS 876) through any correspondence or information that we have on file, as requested in your telephone call of February 28.

We checked with the State Archivist, who has the records of Market Road Surveys, and he informs us that he does not have a survey record for the road in question. We have had only one State contract (Crook Creek Bridge, Contract #5325) on the Pistol River Road and the right of way width was not determined for this project.

We are sorry that we cannot be of service in this matter.

Very truly yours,

H. S. Cox
County and City Division

by

NOTED
RICHARD UNREIN

Richard Unrein
Field Engineer

RU:ob

bc: L. R. Chandler

Form A-150—5M—6-59

RECEIVED
NOV 18 1959

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 62892

NOTED
C. G. SWENSON

Date November 17, 1959

Your Req. No.

Billing Request No. [illegible]

Credit Distribution: [illegible]

Curry County
Gold Beach
Oregon

Contract 5325
DS-400(1) & DS-401(1)

Attn: County Court

Final billing: [illegible] & [illegible] Creek Bridges, FAS [illegible] & [illegible], covered by agreement dated [illegible]

Original advance deposit	$10,600.00	
Less amount previously transferred	4,600.00	
Balance in advance deposit fund		$6,000.00
County share total costs as per attached statement	$ 8,678.99	
Less amount previously transferred	4,600.00	
Balance		4,078.99
To be refunded		$ 1,921.01

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 21127

NOTED
Harold C. Ayers

November 16, 1959

NOTED
C. G. SWENSON

Curry County Court
Courthouse
Gold Beach, Oregon

NOTED
John F. Hagemann

NOTED
V. R. JONES

Gentlemen:

Final costs are now available for the Crook and Edson Creek Bridges on FAS 876 and 878. As shown in the attached cost statement, a refund of $1,921.01 is due the County. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

Completed 6/25/59

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Curry

Contract No. 5325

Date 11/16/59

FAS 876 & 878

Section Crook & Edson Creek Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached statement				$23,395.80
Construction engineering				1,483.19
TOTAL CONSTRUCTION COSTS				$24,878.99
FEDERAL FUNDS COLLECTED FOR PROJECT "DS" Funds $12,700 "LS" Funds 2,700				$15,400.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of all costs over $17,000	=	$7,878.99
50% of difference between $17,000 and federal funds: ($17,000 - $15,400) X 1/2	=	800.00
TOTAL	=	$8,678.99
County advance deposit	=	$10,600.00
Less County share		8,678.99
REFUND DUE COUNTY	=	$ 1,921.01

JFH:mm

Item	Unit	Unit Prices	Total Quantities	Total Amount
CROOK CREEK BRIDGE (NO. [illegible]):				
1. Furnish Treated Timber Piling	l.f.	$ 1.50	800	$ 1,200
2. Drive Piles	each	95.00	20	1,900
3. Class "A" Concrete	c.y.	100.00	39	3,900
4. Metal Reinforcement	lb.	.15	16,750	2,512
5. Treated Lumber in Place	M/FBM	385.00	2.94	1,131
[illegible] CREEK BRIDGE (NO. 6361):				
6. Remove Old Bridge	all	1,000.00	all	1,000
7. Furnish Treated Timber Piling	l.f.	1.50	900	1,35
8. Drive Piles	each	95.00	20	1,900
9. Class "A" Concrete	c.y.	100.00	43.60	4,360
10. Metal Reinforcement	lb.	.15	19,088	2,86
11. Treated Lumber in Place	M/FBM	385.00	3.32	1,2
			TOTAL - $	23,395

RECEIVED

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 14, 1959

Ds-400 (1)

Ds-401 (1)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5325	7 Final	Sig Andersson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
19540	18065	$2,271.19	8/12/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **30 workdays from date to be determined**

Time Extensions: **None of record**

Completion Date: **June 25, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 17, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
For Floyd Query
Secretary

NOTED ON CARD
dc

Warrant Mailed:

AUG 17 1959

RECEIVED
AUG 8 - 1959
FOR FILING

Sa 405(1)
SL 401(1)
5325

19

July 31, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5325 for bridge construction of the Crook Creek and Edson Creek Bridges on the Pistol River and North Rogue River Roads in Curry County was completed by the contractor, Sig Andersson, on June 25, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $2,271.19 will be released to the contractor on or after August 10, 1959. The total contract amount is $23,395.80, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

RECEIVED
OCT 15 1958
FOR FILING

FORM E-129

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

BR 400(1)
BR-401(1)
5325

A

Oct. 14, 1958

Sig Andersson
8th and Teakwood
Coos Bay, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5325, awarded Sept. 12, 1958, for Crook Creek and Edson Creek Bridges on the Pistol River and North Rogue River Roads in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-400(1)

CROOK CREEK BRIDGE ON THE

PISTOL RIVER ROAD IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1958

Type Code X021
Crook Creek Bridge (Sta. 3+15 to Sta. 3+60)(Contract No. 5325)

Furnish Treated Timber Piling	800 lin. ft.	$ 1.50	$ 1,200.00
Drive Timber Piles	20 only	95.00	1,900.00
Class "A" Concrete	39 cu. yds.	100.00	3,900.00
Metal Reinforcement	16,750 lbs.	.15	2,512.50
Treated Lumber	3.5 M-fbm	385.00	1,347.50
	Subtotal		$10,860.00
	10% Engr. & Cont.		1,086.00
	Total		$11,946.00

Length of Structure - 0.009 Mile

Federal "DS" Funds	$ 6,000.00
Federal "LS" Funds	1,200.00
State Funds	400.00
County Funds	4,346.00
	$11,946.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Curry County with the Highway Department.

P

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-401(1)

EDSON CREEK BRIDGE ON THE NORTH
ROGUE RIVER ROAD IN CURRY COUNTY

(Estimated as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1958

Type Code X021
Edson Creek Bridge (Sta. 2+80 to Sta. 3+31)(Contract No. 5325)

Remove Old Bridge	All	Required		$ 1,000.00
Furnish Treated Timber Piling	900	lin. ft.	$ 1.50	1,350.00
Drive Timber Piles	20	only	95.00	1,900.00
Class "A" Concrete	44	cu. yds.	100.00	4,400.00
Metal Reinforcement	19,200	lbs.	.15	2,880.00
Treated Lumber	3.7	M-fbm	385.00	1,424.50
		Subtotal		$12,954.50
		10% Engr. & Cont.		1,295.45
		Total		$14,249.95

Length of Structure 0.010 Mile

Federal "DS" Funds	$ 6,700.00
Federal "LS" Funds	1,500.00
State Funds	400.00
County Funds	5,649.95
	$14,249.95

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Curry County with the Highway Department.

FORM . 133 SH 4-50

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
Harold C. Ayers

September 22, 1958

NOTED
V. R. JONES

FAS 876 & 878
Curry Co

Mr. Fred Flynn
County Commissioner
Brookings, Oregon

Dear Sir:

Mr. Eugene Ash of Coquille will be the Resident Engineer on the Crook Creek and Edson Creek Bridge Reconstruction projects. Mr. Sig Andersson of Coquille was the low bidder of these projects and I am requesting Mr. Ash to contact the contractor as to his construction schedule and then contact you so that the work to be done by the county may be scheduled most advantageously.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:njs

cc: Eugene Ash
Fred Hagemann
County/City Relations

RECEIVED
SEP 12 1958

NOTED
C. G. SWENSON

RECEIVED
SEP [illegible] 1958
FOR FILING
Br. 400(1)
Br. 401(1)
5325

September 2[illegible], 1958

County Court of Curry County
Court House
Gold Beach, Oregon

Gentlemen:

We are enclosing for the records and files of Curry County one fully executed copy each of two maintenance agreements and one fully executed copy of a finance agreement between the State Highway Commission and Curry County covering the Crook Creek Bridge and the Edson Creek Bridge on FAS 876 and 878 in Curry County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

RECEIVED
SEP 24 1958
FOR FILING

[illegible]
[illegible]
5325

5325

A

Salem, Oregon
September 22, 1958

Maint. #385
Finance #236

FAS Project Agreements
Edson & Crook Creek Bridges
Curry County
FAS 876 & 878

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four copies each of two maintenance agreements and one conformed copy of a finance agreement with Curry County covering the Crook Creek Bridge and the Edson Creek Bridge on FAS 876 & 878 in Curry County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Curry County.

Secretary

rm
Attach:

REFERRED TO
filing
SECRETARY

D file

Form A-150—10M—6-58

NOTED
V. R. JONES

INVOICE

Oregon State Highway Department

SALEM, OREGON

Curry County
Gold Beach, Oregon

Attn: County Court

RECEIVED
SEP 15 1958

Invoice No. 57520

Date September 12, 1958

Your Req. No.

Billing Request No. ee 445

Credit Distribution: 508-1034-297

Advance Deposit	10,600.00
Partial transfer county share total cost of the Creek and Edson Creek Bridges, FAS 876 and 878, covered by agreement dated September, 1958.	4,600.00
To be retained	$6,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ----

By ---- GR

NOTED
C. G. SWENSON

State Printing 13107

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 12, 1958

NOTED
Harold C. Ayers

Curry County Court
Courthouse
Gold Beach, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $10,600 in connection with the Crook and Edson Creek Bridges on FAS 876 and 878. Contract No. 5325 has been awarded to Sig Anderson and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Contract Mailed
9-30-58

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

A

RECEIVED
OCT 20 1958
FOR FILING

DS-400(1)
DS-401(1)
5325

September 12, 1958

Mr. Sig Andersson
1371 Bayview
North Bend, Oregon

Dear Mr. Andersson:

The State Highway Commission on September 9, 1958 accepted your proposal for the Crook Creek and Edson Creek Bridges in Curry County for the sum of $23,814.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5325.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. C. Savage (SIAC)
L. D. Merchant

Pacific Builder & Engineer, Inc.
2418 Third Avenue
Seattle 1, Washington
Attention: Dorothy McCormack

Mr. Lowell Richards
c/o Daily Journal of Commerce
83 Columbia Street
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired, otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 12, 1958

Mr. Sig Andersson
1371 Bayview
North Bend, Oregon

Dear Mr. Andersson:

Contract for Crook Creek, Edson Creek Bridges, Curry County for which you submitted low bid on September 9, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

D. D. BREEDLOVE, COMMISSIONER
SIXES, OREGON

GUY H. FORSYTH, JUDGE
GOLD BEACH, OREGON

ED W. FLYNN, COMMISSIONER
BROOKINGS, OREGON

NOTED
V. R. JONES

CURRY COUNTY COURT
GOLD BEACH, OREGON

NOTED
Harold C. Ayers

September 9, 1958

RECEIVED
SEP 11 1958

Oregon State Highway Department
County City Relations
Salem, Oregon

Attention: Mr. J. F. Hagemann

Dear Sirs;

This will confirm our telephone conversation of this date and our agreement to accept the contract for the Edson Creek and Crook Creek bridges.

Fac 878 Fac 876

File

Our warrant in the amount of Ten Thousand Six Hundred dollars ($10,600.00) and a copy of our Resolution accompanies this letter.

Thank you very kindly for your cooperation in this matter.

Yours truly,
CURRY COUNTY COURT

Guy H. Forsyth

Guy H. Forsyth
County Judge

GHF/dp

Bridge Div. notified 9/11/58
C.G.S.

RECEIVED
SEP 11 1958
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

IN THE COU COURT OF THE STATE OF OREGON I CURRY COUNTY

RESOLUTION

In the matter of)
BRIDGES)

WHEREAS, Curry County, a political subdivision of the State of Oregon, entered into an agreement with the Oregon State Highway Commission for the construction of two (2) bridges, to wit:-- One across Edson Creek, a tributary of Rogue River, located near the Rogue River Park, and, a bridge across Crook Creek, immediately east of the Pistol River store on the Pistol River Road. The cost of said bridges being taken from the Seventeen Thousand dollars ($17,000.00) allotted to Curry County through the crash program, which Curry County would match by five percent (5%) and if cost of said bridges were to exceed Seventeen Thousand dollars ($17,000.00) Curry County would make up the balance, and

WHEREAS, the State Highway Department surveyed, planned and engineered construction of said bridges at an estimated cost of Twenty Five Thousand dollars ($25,000.00) and,

WHEREAS, bids for the construction of said bridges were opened in the offices of the State Highway Commission and the lowest bid was in the amount of Twenty Six Thousand Seven Hundred Ninety One dollars and thirty one cents ($26,791.31), said bid being acceptable to the State Highway Commission and,

WHEREAS, this left a balance of Ten Thousand Six Hundred dollars ($10,600.00) to be made up and paid by Curry County, now

THEREFORE BE IT RESOLVED that Curry County does acknowledge said contract and approves same and a warrant in the amount of Ten Thousand Six Hundred dollars ($10,600.00) be authorised and paid to the State Highway Commission as their part of the cost of above mentioned bridged.

Dated this 9th day of September, 1958.

CURRY COUNTY COURT

Guy H. Forsyth
Guy H. Forsyth, County Judge

D O Breedlove
D. O. Breedlove, Commissioner

Fred W. Flynn
Fred W. Flynn, Commissioner

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 9, 1958

Curry County Court
Courthouse
Gold Beach, Oregon

NOTED
John F. Hagemann

Gentlemen:

On September 9 a satisfactory bid was received from Sig Anderson of Coos Bay for constructing the Crook and Edson Creek Bridges on FAS 876 and 878. As per the agreement between state and county, the following advance deposit is required prior to award of a contract:

Bid Items		$23,814.50	
12-1/2% Engineering & Contingencies		2,976.87	
Estimated Total Cost.		$26,791.31	
County Advance Deposit			
5% of $17,000	=	$ 850.00	
100% of all over $17,000	=	9,791.00	
Total		$10,641.00	or say $10,600

Please make this deposit by means of a check or warrant in the amount of $10,600 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Recd 9/11/58
508-1034
Cnt# 5325

JFH:mm

NOTED
C. G. SWENSON

Oregon Project [illegible](1)
FAS 878

RESOLUTION

WHEREAS, a county road in Curry County, State of Oregon, known as the North Rogue River County Road, is routed through the County of Curry, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Curry County, the section adopted for improvement being more particularly described as follows; to wit: 9-3-58

A bridge over [illegible] Creek.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Curry will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Curry County, Oregon, that no encroachments will be permitted on the county road known as the North Rogue River County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Curry County, Oregon, this 3rd day of September, 1958.

By:

County Judge

County Commissioner D O Breedlove

County Commissioner Fred W Flynn

ATTEST:

Oleta A. Walker

County Clerk

cc-12(1956)

Oregon Project DS-400(1)
FAS 87c

RESOLUTION

WHEREAS, a county road in Curry County, State of Oregon, known as the Pistol River County Road, is routed through the County of Curry, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Curry County, the section adopted for improvement being more particularly described as follows; to wit: 9-3-58

A bridge over Crook Creek.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Curry will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Curry County, Oregon, that no encroachments will be permitted on the county road known as the Pistol River County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Curry County, Oregon, this 3rd day of September, 1958.

By:

County Judge

County Commissioner D O Breedlove

County Commissioner

ATTEST: Oleta A. Walker
County Clerk

cc-12(1956)

D. O. BREEDLOVE, COMMISS NER
SIXES, OREGON

GUY H. FORSYTH, JUDGE
GOLD BEACH, OREGON

ED W. FLYNN, COMMISSIONER
BROOKINGS, OREGON

CURRY COUNTY COURT
GOLD BEACH, OREGON

September 3, 1958

State of Oregon
State Highway Department
Salem, Oregon

RE: Oregon Project DS-400 (1)
FAS 876
Oregon Project DS-401 (1)
FAS 878

ATTENTION John F. Hagemann

Dear Sirs;

We are returning executed instruments re: above projects that you have forwarded to us except the originals of the two resolutions which we are retaining.

The projects are approved in every respect.

Yours truly,
CURRY COUNTY COURT

Guy H Forsyth

Guy H. Forsyth
County Judge

GHF/dp

RECEIVED
SEP 5 1958

NOTED
V. R. JONES

NOTED
Harold C. Ayers

August 26, 1958

Curry County Court
Courthouse
Gold Beach, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of two maintenance agreements, six copies each of two encroachment resolutions, and a set of plans and specifications covering the Crook and Edson Creek Bridges on FAS 876 and 878, upon which bids will be received September 9 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for these bridges, including engineering and contingencies, is $25,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than September 5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
Harold C. Ayers

7-30-58

ADDENDUM "A" TO LOCATION PROSPECTUS
EDSON CREEK BRIDGE STRUCTURE
FAS 878, CURRY COUNTY

The following addendum is submitted to revise the location prospectus concerning the above named section:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Change first sentence to read: "The present ADT is 350 and the 20 year projected ADT is 600."

Paragraph 5: Correct as per original prospectus.

July 30, 1958

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
George C. Wills
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JUL 31 1958

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

NOTED

LOCATION PROSPECTUS
EDSON CREEK BRIDGE STRUCTURE
FAS 878, CURRY COUNTY

NOTED
John F. Hagemann

The following prospectus is submitted concerning the Edson Creek Bridge on FAS #878 in Curry County. The bridge site is located 0.1 mile easterly of the junction of FAS #878 with the Oregon Coast Highway (M.P. 346.04).

This will be a location survey for the purpose of preparing plans and estimates for the reconstruction of the existing Edson Creek Bridge.

Bridge reconstruction has been requested by the County. Reconnaissance and an economic analysis are not required. Routine soils investigation will be made. There are no special drainage problems.

The present ADT is 110 and the projected ADT is 210. The bridge will have a 26 foot roadway and the approaches, which are to be constructed by the County, will have two 10-foot running lanes with 4-foot shoulders.

Agreements with the County will be required to define the work to be performed by the County.

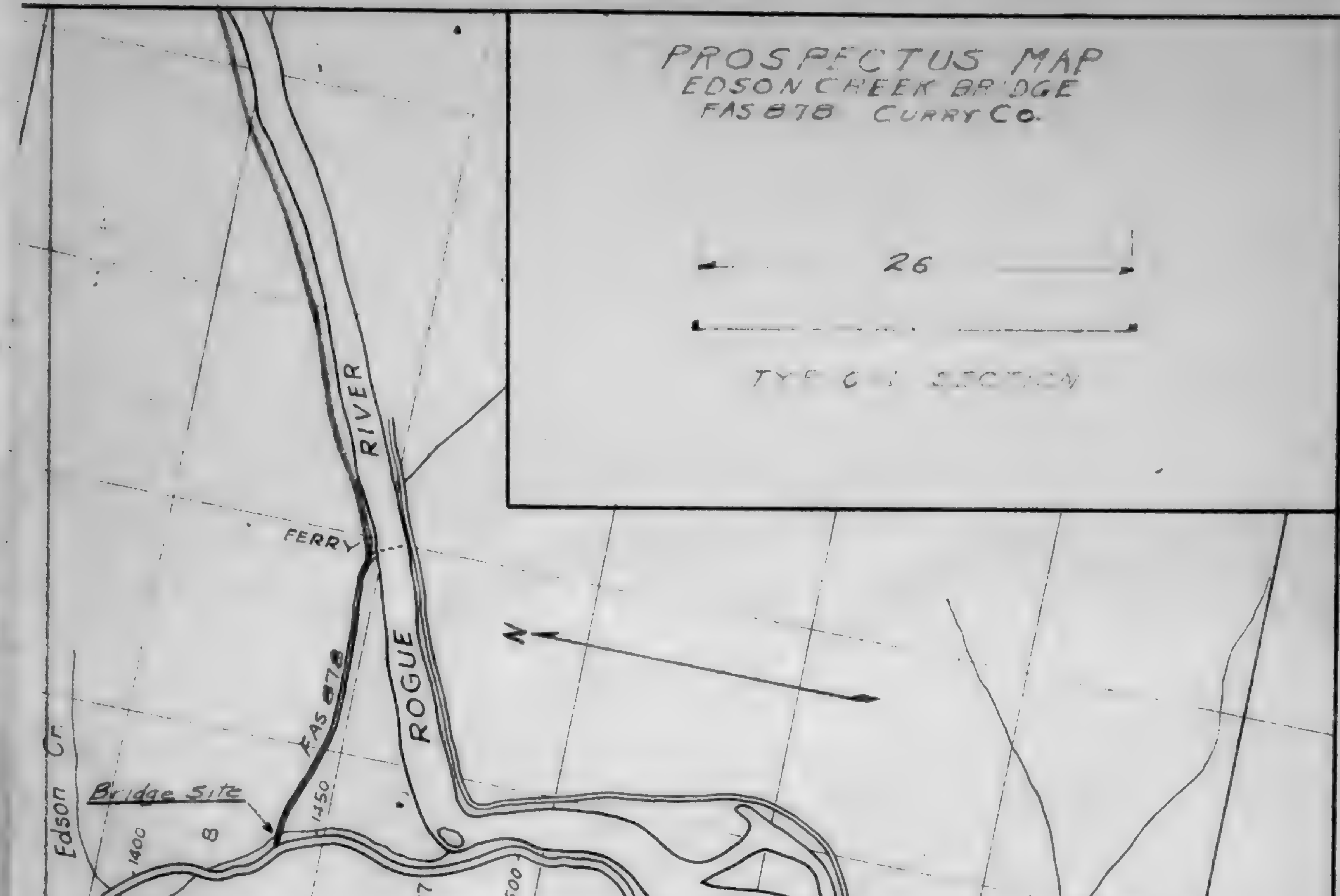
July 22, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
George C. Wills
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JUL 22 1958
EN
COUNTY

NOTED
JOHN D. GRAHAM



PROSPECTUS MAP
EDSON CREEK BRIDGE
FAS 878 CURRY CO.

26
TYPICAL SECTION
ROGUE RIVER
FERRY
N
FAS 878
Edson Cr.
Bridge Site
1400
8
1450
17
1500
20
1550
7
18
19
1600
30
Wedderburn
FERRY
31
GOLD BEACH
36

RECEIVED
JUL [illegible]
FOR FILING
Dl 400(1)
Dl-401(1)
5325

7-27-58

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
CROOK CREEK BRIDGE STRUCTURE
FAS 876, CURRY COUNTY

The following prospectus is submitted concerning the Crook Creek Bridge on FAS #876 in Curry County. The bridge site is located 0.1 mile easterly from the intersection of FAS #876 with the Oregon Coast Highway (M.P. 341.63).

This will be a location survey for the purpose of preparing plans and estimates for the reconstruction of the existing Crook Creek Bridge.

Bridge reconstruction has been requested by the County. Reconnaissance and an economic analysis are not required. Routine soils investigation will be made. There are no special drainage problems.

The present ADT is 150 and the projected ADT is 285. The bridge will have a 26 foot roadway and the approaches, which are to be constructed by the County, will have two 10-foot running lanes and 4-foot shoulders.

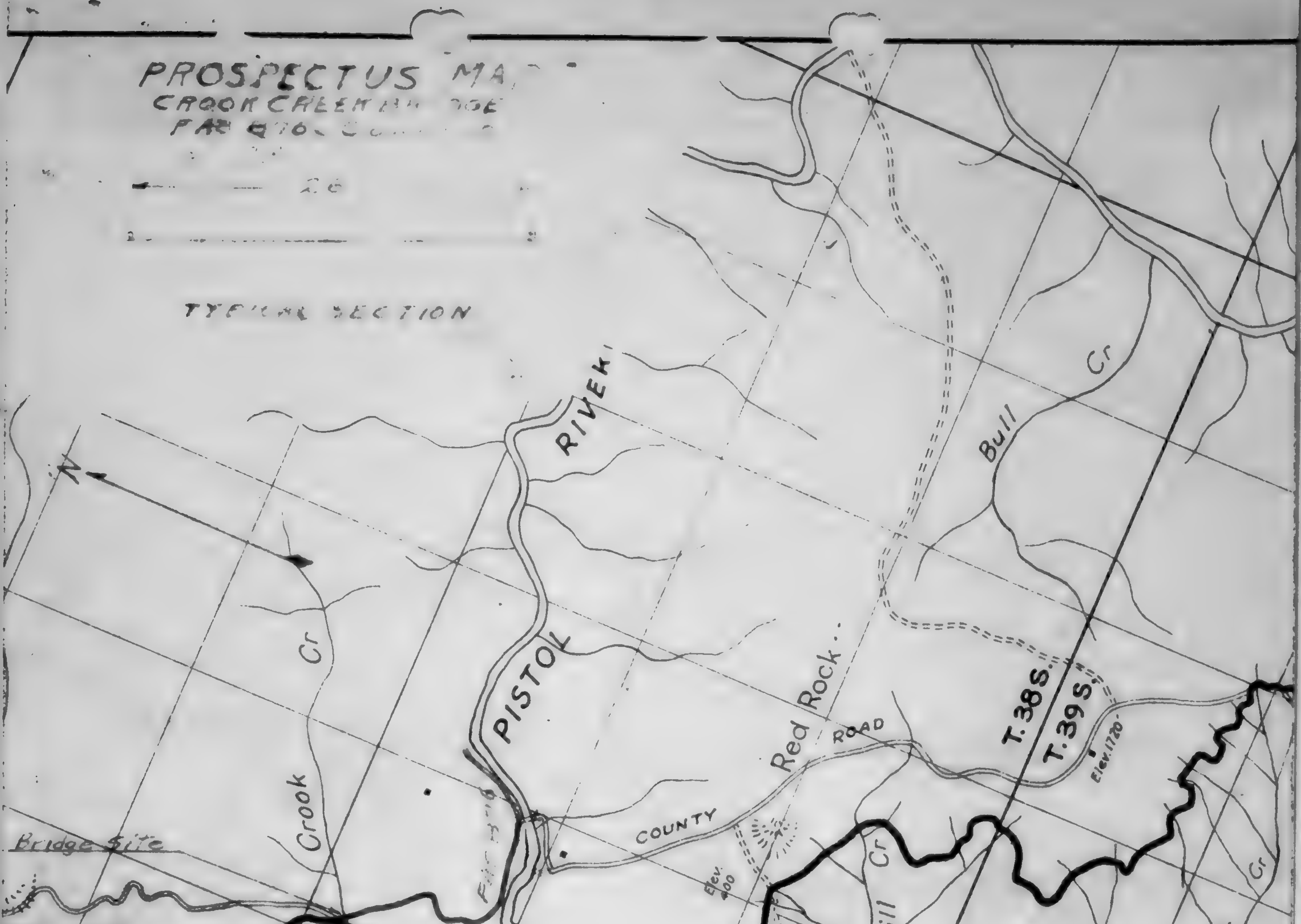
Agreements with the County will be required to define the work to be performed by the County.

July 22, 1958

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
George C. Wills
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
[illegible]L 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER


PROSPECTUS MAP
CROOK CREEK BRIDGE
TYPICAL SECTION
N
PISTOL RIVER
Crook Cr
Bridge Site
COUNTY Red Rock ROAD
Elev. 400
Bull Cr
T. 38 S.
T. 39 S.
Elev. 1720
Hill Cr
Burnt
Crook
BURNT HILL
Doolittle
Ostrander El. 680
Houstenader Cr
Mack Cove
Crooks Pt.
Mack Reef
IFIC
OC

MEMO TO J. W. NASH
7/11/58

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

NOTED
V. R. JONES

FAS 876, CURRY COUNTY

TERMINI: Bridge over Crook Creek located approximately 0.1 miles east of the junction of FAS 876 with FAP Route 2 (Crook Cr. Bridge).

PROPOSED WORK: One concrete bridge 45' long

LENGTH: 0.009 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$10,000	$6,000	$400	$2,400 (CO) $1200 (L)

EXISTING FACILITY: Two 46" x 72" arch type c.m.p. pipes put in by county as termporary measure when 20' long bridge timber bridge was washed out These pipes are not adequate to carry water in winter months.

ADJACENT SECTION: 16' wide gravel wearing surface on 20' to 22' wide roadway

PROJECT DATA: Construct 3-15' pre-cast concrete beam spans with a horizontal clearance of 26'. Curry County will construct road approaches as required to state standards

ROW WIDTH: 60'

MINIMUM DESIGN STANDARDS: No Exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None Required
PUBLIC HEARING: None Required
UNUSUAL OR COMPLICATED SITUATIONS: None

FAS 876 is primarily a log and lumber haul route It also serves some small farms and is a mail and school bus route

NOTED
JOHN D. GRAHAM

JFH:be

MEMO TO J. W. [illegible]ASH
7/11/58

NOTED
V R JONES

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

FAS 878, CURRY COUNTY

TERMINI: Bridge over Edson Creek located approximately 3 miles northeast of Gold Beach (Edson Creek Bridge).

PROPOSED WORK: One concrete bridge 51 feet long.

PROJECT LENGTH: 0.010 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$12,000	$6,700	$400	$3,400 (Co) $1,500 (L)

EXISTING FACILITY: 30 foot long log span, H. C. 17', deteriorated condition.

ADJACENT SECTION: 20 foot wide bituminous wearing surface with 4' shoulders

PROJECT DATA: Construct 3-17' pre-cast concrete beam spans having a horizontal clearance of 26 feet. Curry County will construct road approaches as required to state standards

ROW WIDTH: 60'

MINIMUM DESIGN STANDARDS: no Exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None Required
PUBLIC HEARING: None Required
UNUSUAL OR COMPLICATED SITUATIONS: None

FAS 878 serves log haul and recreational traffic and adjacent small hog and dairy farms. It is a school bus and mail route.

NOTED
JOHN D. GRAHAM

7/11/58
JFH:be

6-9-58

PROPOSED PROJECTS (County DS Funds)
CURRY COUNTY

✓FAS 876 - Crook Creek Bridge, structure only)
✓FAS 878 - Edson Creek Bridge, structure only) $17,000

The Crook Creek Bridge site is located approximately 0.1 mile east of the junction at Pistol River of FAS 876 with FAP Route 2.

The proposed project is to construct a bridge having a 26' roadway. Curry County will provide a detour and construct road approaches. At the present time the county has some pipe at this point as a temporary measure. As this pipe is not adequate during winter months this structure should be completed by approximately October 15 if at all possible. Possibly a precast deck and beam span could be used.

The Edson Creek Bridge is located approximately 0.1 mile east of the junction of FAS 878 with the old route of the Oregon Coast Highway northeast of Wedderburn.

The proposed project is to replace the existing 30' long log span with a new structure having a roadway width of 26'. The federal-aid project will be for the structure only including removal of the existing bridge. Curry County will provide detours and construct road approaches. Construction of this bridge must be done during summer months.

Approved
6-19-58

RECEIVED
JUN 10 1958
FOR FILING

DS-400(1)
DS-401(1)
5325

Salem, Oregon
June 6, 1958

DS Project
Curry County

Mr. Tom Edwards
OFFICE

Curry County has requested construction of two bridges (Crook Creek, FAS 876, and Edson Creek, FAS 878) using available DS funds totaling $17,000. The county will furnish all costs in excess of this amount.

Please see that vicinity maps as required are prepared as soon as possible.

The Crook Creek Bridge is located approximately 0.1 mile east of the junction at Pistol River of FAS 876 with the Oregon Coast Highway. The project will be for a 26' roadway structure only. Curry County will provide a detour and construct road approaches. The county has placed pipe at this site on a temporary basis and has asked that the new bridge be completed by October 15 if possible as the existing pipe will not handle winter water. A precast deck and beam design could possible be used at this site.

The Edson Creek Bridge is located approximately 0.1 mile east of the junction of FAS 878 with the old route of the Oregon Coast Highway northeast of Wedderburn. The project will be for a 26' roadway structure only, including removal of the existing bridge. Curry County will provide a detour and construct road approaches. The existing bridge is a 30' long log span.

Attached is a map showing the bridge locations.

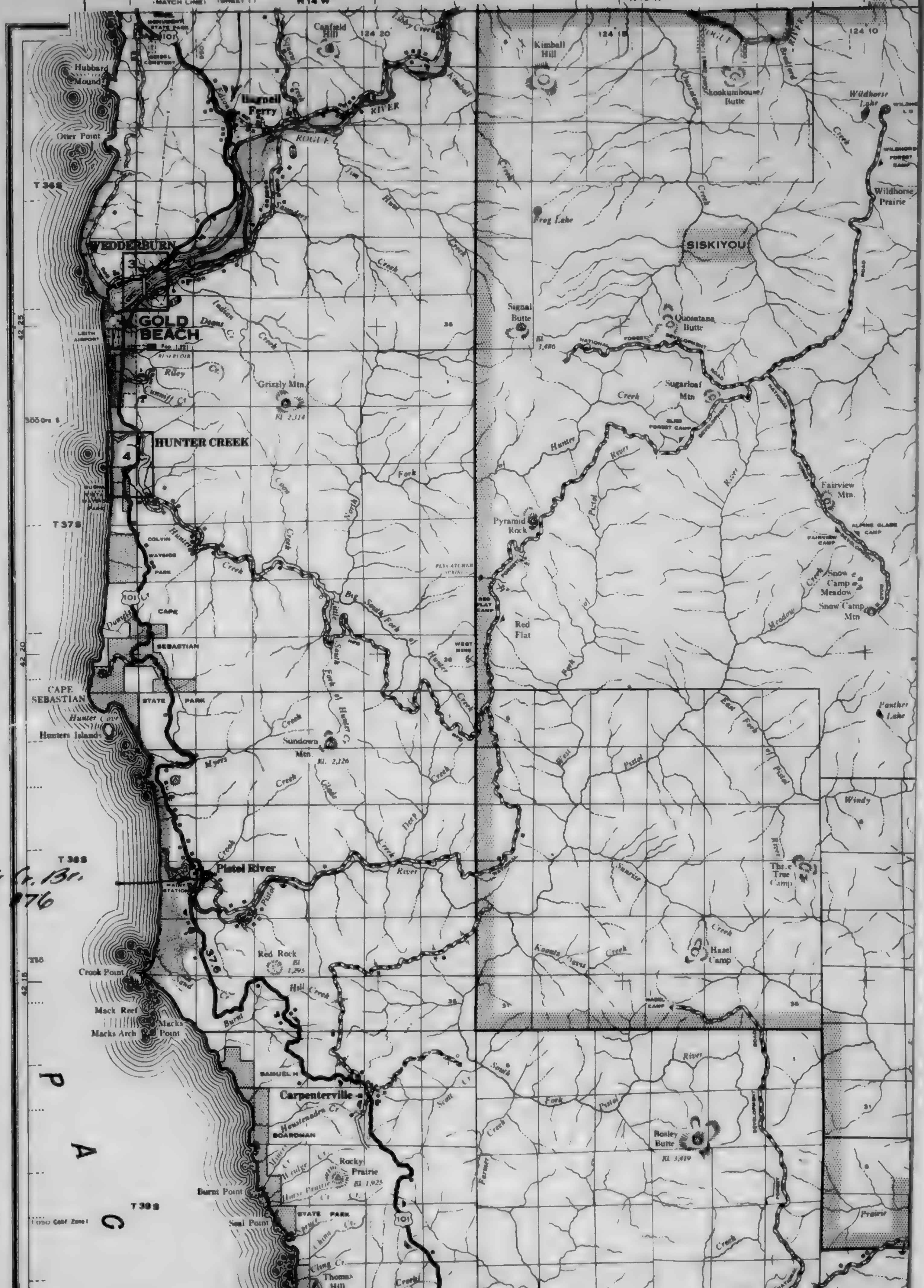
Forrest Cooper
Deputy State Highway Engineer

JFH:mm

Att.

cc: G. S. Paxson
Ivan Merchant
C. G. Swenson

Edson Cr. Br.
FAS 878


MATCH LINE SHEET 1
R 14 W
R 13 W
124 20
124 15
124 10
Hubbard Mound
Otter Point
T 36 S
WEDDERBURN
GOLD BEACH
LEITH AIRPORT
42 25
HUNTER CREEK
T 37 S
CAPE SEBASTIAN
Hunter Cove
Hunters Island
42 20
STATE PARK
T 38 S
Pistol River
Crook Point
42 15
Mack Reef
Macks Arch
Macks Point
Burnt Point
Seal Point
T 39 S
Thomas Point
42 10
P A C I
Canfield Hill
Barnell Ferry
ROGUE RIVER
Kimball Hill
Kookumhouse Butte
Wildhorse Lake
Wildhorse Prairie
Frog Lake
SISKIYOU
Signal Butte
Quosatana Butte
Sugarloaf Mtn
Grizzly Mtn.
Pyramid Rock
Fairview Mtn.
Snow Camp Meadow
Snow Camp Mtn
Red Flat
Sundown Mtn.
Panther Lake
Windy
Three Tree Camp
Hazel Camp
Red Rock
Carpenterville
Bosley Butte
Rocky Prairie
Thomas Hill
Prairie
101
376

Crook Cr. Br.
FAS 876

DS-396(1) Grave Cr. Br. on 1958
Josephine Co. Rd. #5
#5326

Form A-150—5M—6-59

RECEIVED
NOV 18 1959
COU

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 5376
DS-3961

Josephine County
Grants Pass
Oregon

Attn: County Court

NOTED
C. G. SWENSON

NOTED

Invoice No. 62893

Date November 17, 1959

Your Req. No.

Billing Request No. [illegible]

Credit Distribution: [illegible]

Final Costs: Graves Creek (Leland) Bridge, FAS 850, covered by agreement dated 9/11/58

Advance Deposit	$1,250.00
County share total costs as per attached statement	1,514.89
Balance due	$ 264.89

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

State Printing 21127

NOTED
Harold C. Ayers

November 16, 1959

NOTED
C. SWENSON

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
V. R. JONES

Gentlemen:

Final costs are now available for the Grave Creek Bridge on FAS 850. As shown in the attached cost statement, a balance of $264.89 is due the State from the County. You will receive a billing form for this amount from our accounting division within the next few days. Please make payment upon receipt of this billing form.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Mr. R. L. Templin, Jr., Co. Engr.

RECEIVED
SEP 1 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 9, 1959

5326 5326
(CONTRACT NO.)
(VOUCHER NO.)

7 Final
(EST. NO.)

Ausland Construction Co.
(CONTRACTOR)

21869
(VOUCHER NO.)

40394
(WARRANT NO.)

$ 2,264.71
(AMOUNT)

9/4/59
(DATE)

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **180 workdays from September 22, 1958**

Time Extensions: **None of record**

Completion Date: **June 26, 1959**

Date Accepted: **August 13, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **September 9, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C.H. Head
~~Floyd Query~~
Asst Secretary

Warrant Mailed:

SEP 10 1959

NOTED ON CARD
EC

RECEIVED
AUG 31 1959
FOR FILING
[illegible]
5326

August 28, 1959

Aetna Casualty & Surety Company
Portland Service Department
300 Yeon Building
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5326, for construction of the Grave Creek Bridge at Leland on County Road No. 5, Josephine County, was completed by the contractor, Ausland Construction Company, on June 26, 1959 and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $2,624.71 will be released to the contractor on or after September 8, 1959. The total contract amount is $22,926.38 and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Ray D. Pollard Agency
21 11th Avenue W.
Eugene, Oregon

NOTED ON CARD
jmc
8/28/59

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED

August 28, 1959

NOTED
John F. Hagemann

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

This is to advise you that work on Contract No. 5326, Grave Creek (Leland) Bridge on FAS 850 was completed on June 26, 1959.

Under the terms of the agreement signed by the Court on August 4, 1958 and by the Highway Commission on August 11, 1958, the county assumed maintenance of and jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:eg

R[illegible]
JUL [illegible]
FO[illegible]

FORM E-30X—67,500—8-57—1477

DS-396(1)

5326

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1959

SUBJECT: Grave Creek Bridge
Contract No. 5326
F.A.P. DS-396(1)

To:

Mr. [illegible] L. Porter
Office Engineer
O F F I C E

Attention: Mr. D. B. Parkes

Ausland Construction Company completed work on this contract June 26, 1959.

Will you please secure authority from the Commission to pay the final estimate on this job.

Ivan D. Merchant
Bridge Engineer

CAG/mm

cc: Mr. C. G. Polk
Mr. Floyd Query ✓

NOTED ON CARD

RECEIVED
MAY 12 1959
FOR FILING

[illegible]

5326

May 12, 1959

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This will acknowledge your letter of May 6 pertaining to our Contract No. 5326 with Ausland Construction Co. for the Grave Creek Bridge at Leland in Josephine County.

Our Bridge Division has furnished us with the attached list showing the amounts paid on this contract to date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

Grave Creek Bridge - Contract No. 5326

Est. #	Work Done To	TOTAL			CURRENT ESTIMATE		
		Work Done Amount	Retained Amount	Paid Amount	Earned	Retained	Paid
1	1-10-59	$6,982.00	$ 698.20	$6,283.80	$6,982,00	$ 698.20	$6,283.80
2	2-10-59	7,559.00	755.90	6,803.10	577.00	57.70	519.30
3	3-10-59	9,895.00	989.50	8,905.50	2,336.00	233.60	2,102.40
4	4-10-59	14,226.00	1,422.60	12,803.40	4,331.00	433.10	3,897.90

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

May 6, 1959

State of Oregon
Oregon State Highway Department
Salem, Oregon

Attention: C. W. Head

Re: Ausland Construction Co. #5326
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

In reply to our recent inquiry, you kindly informed us that as of January 31, 1959 the State of Oregon owed the above contractor $519.30 (Earned Estimates) and $755.90 (Retainage) on the Grave Creek Bridge Job. In his financial statement of that date, however, Mr. Ausland claims $9,082.80 (Current Estimate) and $878.30 (Retainage).

At your convenience, will you kindly assist us by rechecking your records for the amount billed and owing as of January 31, 1959, and, since some billings may have been in process as of that date, will you please advise us of any estimates paid to this contractor during the month of February. Your assistance in this matter will be very much appreciated.

Very truly yours

S W Tanner
S. W. Tanner
Bond Department

SWT:jm

MAY 7 1959

RECEIVED

NOTED
C. W. HEAD

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

FORM E-123 5M 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 14 1958
FOR FILING

Ad-396 (1)

532

Oct. 13, 1958

Ausland Construction Co.
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5326, awarded Sept. 12, 1958,
for Grave Creek (Leland) Bridge on
Josephine County Road No. 5, FAS 850,
in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

P

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-396(1)

GRAVE CREEK (LELAND) BRIDGE ON THE LOWER GRAVE CREEK ROAD
IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 7, 1958

Type Code X081
Grave Creek Bridge (Sta. 5+00.5 to Sta. 6+17.85)(Contract No. 5326)

Remove Old Bridge	All Required	$	$ 1,200.00
Class "A" Concrete	136 cu. yds.	75.00	10,200.00
Class "A-A" Concrete	38 cu. yds.	92.00	3,496.00
Metal Reinforcement	31,500 lbs.	.13	4,095.00
Prestressing Reinforcement and Prestressing	All Required		3,200.00
	Subtotal		$22,191.00
	10% Engr. & Cont.		2,219.10
	Total		$24,410.10

Length of Structure. . . . . 0.022 mile

Federal "DS" Funds	$18,200.00
Federal "LS" Funds	3,800.00
State Funds	1,205.05
County Funds	1,205.05
	$24,410.10

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

NOTE: Necessary funds have been deposited by Josephine County with the Highway Department.

A

RECEIVED
SEP 18 1958
FOR FILING

[illegible]

5326

September 17, 1958

County Court of Josephine County
Court House
Grants Pass, Oregon

Gentlemen:

We are enclosing for the records and files of Josephine County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Josephine County covering the Grave Creek(Leland) Bridge Section on FAS 850 in Josephine County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

A

RECEIVED
SEP 22 1958
FOR FILING

DA-396(1)

5326

#5326

Maint. - #382
Finance - #233

Salem, Oregon
September 17, 1958

FAS Project Agreement
Grave Creek (Leland) Bridge
FAS 850

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Josephine County covering the Grave Creek (Leland) Bridge Section of FAS 850 in Josephine County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Josephine County.

Secretary

[illegible]
Attach: 5

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 12, 1958

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $1,250 in connection with the Grave Creek Bridge on FAS 850. Contract No. 5326 has been awarded to the Ausland Construction Company and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

Contract Mailed
9-30-58

FRED W. RICHARDS
COMMISSIONER

RAYMOND A. LATHROP
JUDGE

B. E. DAVIDSON
COMMISSIONER

Josephine County, Oregon
COUNTY COURT
GRANTS PASS, OREGON

NOTED
W. R. [illegible]

September 11, 1958

State Of Oregon,
Highway Department,
County and City Relations,
Salem, Oregon.

Gentlemen:

Enclosed is a Josephine County Warrant in the amount of $1250.00 as requested in your letter of September 10th. This is the advanced deposit according to the agreement on Oregon Project DS-396(1), FAS 850.

Very truly yours
Raymond A. Lathrop
Raymond A. Lathrop
Josephine County Judge

RAL:mf
Enc.

Br. Div. advised S.F.H.

RECEIVED
SEP 12 1958
STATE HIGHWAY COMMISSION

NOTED
E. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 10, 1958

Josephine County Court
Courthouse
Grants Pass, Oregon

NOTED
John F. Hagemann

Gentlemen:

On September 9 a satisfactory bid was received from Ausland Construction Company of Grants Pass for constructing the Grave Creek Bridge on FAS 850. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$22,191.00
12-1/2% Engineering & Contingencies	2,773.88
Estimated Total Cost.	$24,964.88
Advance Deposit of 5%	$ 1,250.00

Please make this deposit by means of a check or warrant in the amount of $1,250 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

Recd 9/12/58
Cont# 5326

JFH:mm

NOTED
C. G. SWENSON

A

RECEIVED
OCT 20 1958
FOR FILING

DS 396 (1)

5326

September 12, 1958

Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for the Grave Creek Bridge on Josephine County Road No. 5 in Leland in Josephine County for the sum of $22,191 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5326.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 12, 1958

Ausland Construction Company
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

Contract for Graves Creek Bridge on Josephine Co. Rd. No. 5 at Leland, Josephine County for which you submitted low bid on September 9, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

NOTED
Harold C. Ayers

August 28, 1958

NOTED
John F. Hagemann

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Grave Creek (Leland) Bridge on FAS 850 upon which bids will be received September 9 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $31,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than September 5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

MEMO TO J. W. NASH
6/24/58

NOTED
Harold C. Ayers

FAS 850, JOSEPHINE COUNTY

TERMINI: Bridge over Grave Creek located at Leland approximately 3 miles west of the junction with FAI Route 1.

PROPOSED WORK: One concrete bridge 118' long.

LENGTH: 0.022 miles.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION:	$30,000	$22,300	$1,500	$1,500 (Co)	$4,700 (L)

EXISTING FACILITY: 118' long log bridge on concrete abutments, HC-19', deteriorated condition.

ADJACENT SECTIONS: 20' wide bituminous wearing surface with 2' shoulders.

PROJECT DATA: Construct a 30' long precast concrete beam span, a 64' long prestressed concrete beam span, and a 24' long precast concrete beam span utilizing the existing concrete abutments.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATION: None

NOTED
John [illegible]

FAS 850 serves as an access road to one of the most extensive timber areas in southern Oregon. It is a mail and school bus route.

JFH:mm

NOTED
[illegible]

NOTED
Harold C. Ayers

May 27, 1958

NOTED
V. R. JONES

Josephine County Court
Courthouse
Grants Pass, Oregon

Gentlemen:

On May 8 the Highway Commission approved the D fund project as described in the attached tabulation. Bids will be received as soon as plans and specifications can be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT (County D-FAS Funds)
JOSEPHINE COUNTY

FAS 850 - Grave Creek (Leland) Bridge, $30,000.

This bridge is located approximately 3 miles west of Sunny Valley at Leland.

The proposed project is to replace the existing 118' long log bridge with a new structure having a roadway width of 24'. The project will be for the structure only, including removal of the existing bridge. Josephine County will construct road approaches as required. The county has already submitted a vicinity map for this bridge.

DS/FAS-1(58)
5/1/58

COUNTY ROAD DEPARTMENT OF JOSEPHINE COUNTY
GRANTS PASS, OREGON

RE: Bridge Estimate
Grave Creek at Leland

John F. Hagemann

April 18, 1958.

Mr. C. G. Swenson, Engineer
City and County Relations,
Oregon State Highway Dept.,
Salem, Oregon.

ATT: Mr. John G. Hagermann, Asst Eng.

Enclosed is a vicinity map and profile of the Grave Creek-Leland Bridge which we discussed yesterday.

File
Sec. 150

A vicinity map and profile of the West Fork of the Illinois River Bridge side at O'Brien will be forwarded you shortly.

Hwy # 25

Very truly yours,

JOSEPHINE COUNTY ROAD DEPT.

BY L. H. Walther
ENGINEER

LHW:EP

RECEIVED
APR 21 1958
ENGINEER
COUNTY & CITY RELATIONS

S-398(2)　Saspal Slough Br.　1958

#5327

NOTED
H. S. COX

April 19, 1960

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
Harold C. Ayers

S-390(2)
5327

Gentlemen:

Final costs are now available for the Saspal Slough Bridge Section, Contract 5327, on FAS 757. In accordance with the agreement signed September 11, 1958, a refund of $323.16 is due the county in connection with this project.

This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

NOTED
JOHN D. GRAHAM

Form A-150—10M—6-58

NOTED
C. G. SWENSON

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 64598

RECEIVED

Clatsop County
Astoria, Oregon

Attn: County Court

Date 4/19/60

Your Req. No.

Billing Request No. [illegible] 597

Credit Distribution: 504-1000-597

Final billing: Sarpal Slough Bridge, FAS 757, covered by agreement dated September 11, 1958

Original advance deposit	$10,700.00	
Less amount previously transferred	7,700.00	$3,000.00
County share of total cost as per attached statement	$10,376.84	
Less amount previously transferred	7,700.00	2,676.84
To be refunded		$ 323.16

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_______________

By ____

State Printing 13107

1 Contract 5327. 3-31-60 A

RECEIVED
APR - 1 1960
FOR FILING

4-23

Monthly transmission number	Form [illegible]-2A (5[illegible]57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
Project [illegible] number S 398(2) 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 3-31-60	County **Clatsop**
5327		Project number **S-398(2)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 29**, 19 **58**, is hereby modified as follows:

Revised estimated total cost of project $ **34,258**

Revised Federal funds $ **33,400**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **31** day of **March**, 19 **60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.5

408 State Highway Building
Salem, Oregon

March 28, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed modification of Federal-aid project agreement for the following project:

S-398(2) Saspal Slough Bridge

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
OFFICE OF
[illegible] ENGINEER

NOTED
[illegible] COOPER

March 30, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Saspal Slough Bridge, Project No. S-398(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

[illegible] 3327

RECEIVED
1958
FOR FILING
11/13

Monthly Transaction No.

Project Report No. S-398 (2)

4

5327

-2
(57)

U.S. DEPARTMENT OF COMMERC
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State **Oregon**

County **Clatsop**

Project No. **S-398(2)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Saspal Slough Bridge, approximately 4.1 miles north of east junction FA 1, on a county road

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	7-29-58	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 52,458.00	$ 32,400.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ____________________
State Highway Engineer
(title)

By ____________________
(title)

By ____________________
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CGPolk
C. G. Polk
Division Engineer

Date executed by Division Engineer **October 29, 1958**

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Suspal Slough Bridge (M.P. 4.1), Project No. S-398(2).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Saspal Slough Bridge (M.P. 4.1), Project No. S-398(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-398(2)

SASPAL SLOUGH BRIDGE (M. P. 4.1) ON THE BROWNSMEAD LOOP ROAD IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1958

Type Code X021
Saspal Slough Bridge (M.P. 4.1) (Sta. 34+20 to Sta. 36+60.03)(Contract No. 5327)

Remove Old Bridge	All	Required		$ 2,500.00
Furnish Treated Timber Piling	4,320	lin. ft.	$ 2.00	8,640.00
Drive Timber Piles	54	only	100.00	5,400.00
Class "A" Concrete	303	cu. yds.	65.00	19,695.00
Metal Reinforcement	84,200	lbs.	.12	10,104.00
Treated Timber in Place	4.5	M-fbm	300.00	1,350.00
		Subtotal		$47,689.00
		10% Engr. & Cont.		4,768.90
		Total		$52,457.90

Length of Structure 0.045 Mile

Federal Funds	$32,400.00
State Funds	10,028.95
County Funds	10,028.95
	$52,457.90

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

Funds for Maint.: Chap. 529, laws 1939.

Note: Necessary funds have been deposited by Clatsop County with the Highway Department.

[illegible]

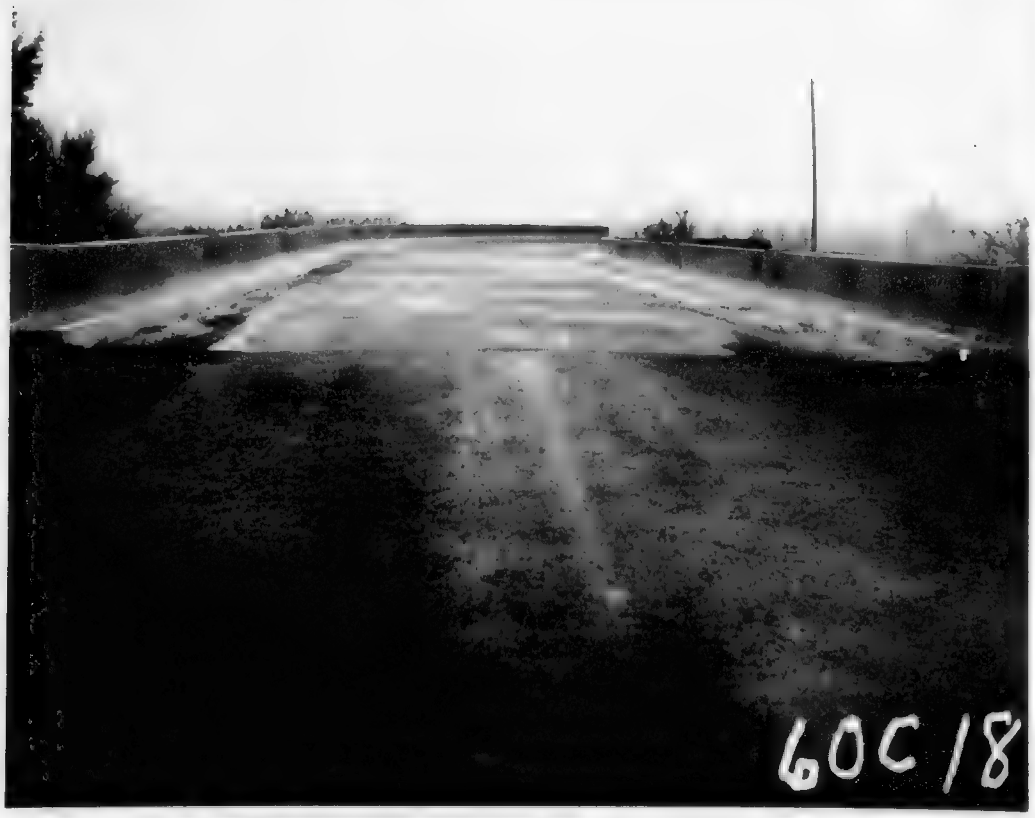
FAS 757 **County** Clatsop **Contract No.** [illegible]

Section Br. 11129 [illegible]

Location [illegible]

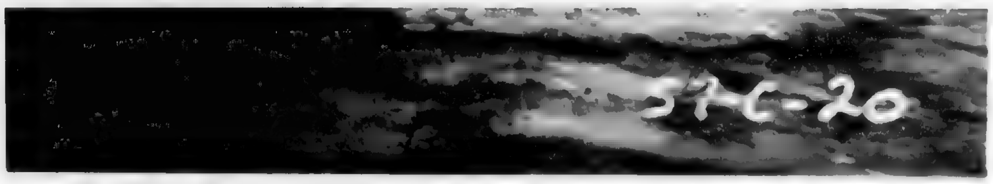
[illegible]

1-25-60


60C18

60C19

57-C-21

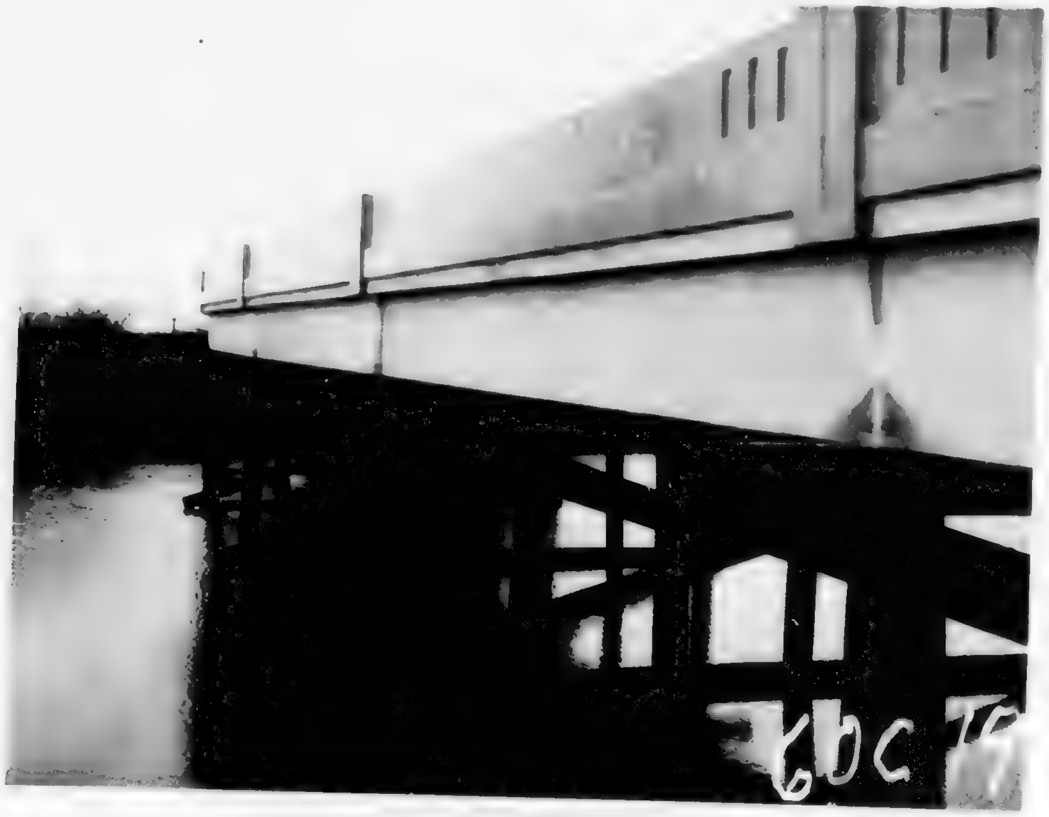

57-C-20

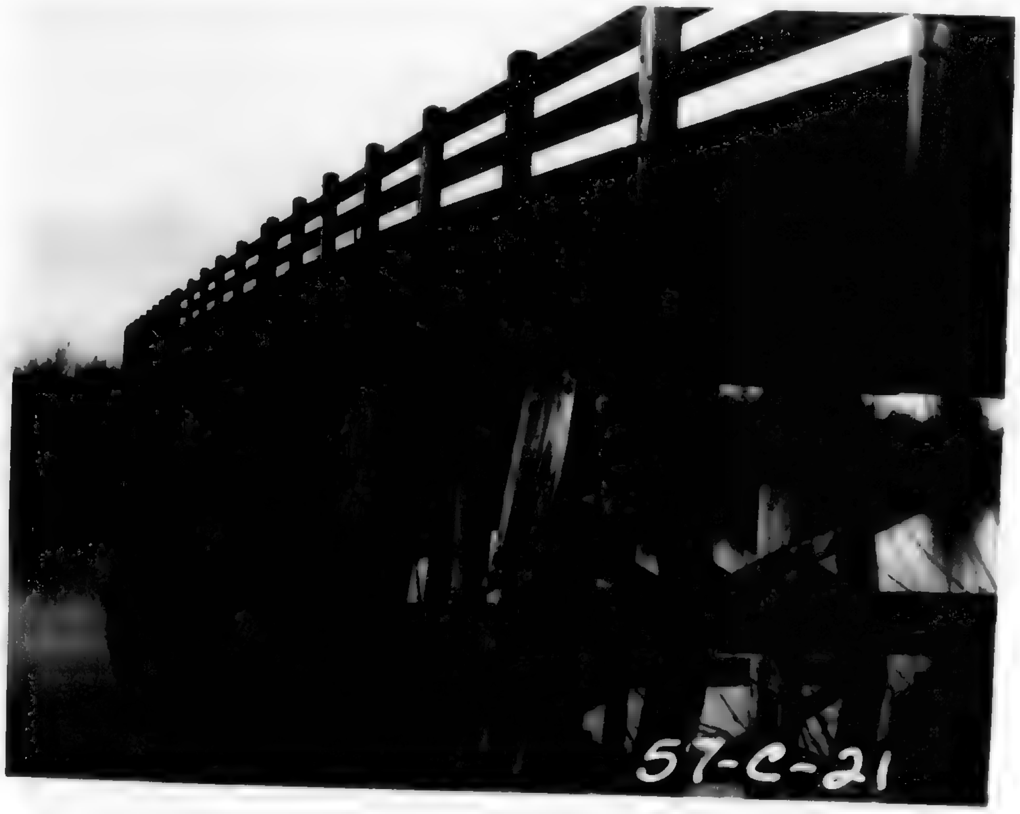
FAS 751 County [illegible] Contract No. [illegible]

Section [illegible]

Location [illegible]

1-25-60





[illegible] 1960

FAS 757 **County** Clatsop **Contract No.** 53[illegible]

Section Br. 11129 ([illegible])

Location Br. from F. { 57-C-20 / [illegible]

[illegible] { 57-C-[illegible] / [illegible]-C-19

1-25-60

RECEIVED
OCT 19 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 14, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5327	4 Final	Workman & Wilson

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24794	65590	$ 4,436.26	10-9-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapmeske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from March 16, 1959**

Time Extensions: **None of record**

Completion Date: **June 21, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 14, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 15 1959

NOTED ON CARD

NOTED
[illegible]

NOTED
[illegible] JONES

October 8, 1959

NOTED
Harold C. Ayers

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5327, Saspal Slough Bridge Section on FAS 757, was completed on June 21, 1959.

Under the terms of the agreement signed by the County on September 2, 1958, and by the State on September 11, 1958, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

RECEIVED
SEP 30 1959
FOR FILING
[illegible]

5327

September 28, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5327 for the Saspal Slough Bridge construction on FAS Route #757 in Clatsop County was completed by the contractor, Workman and Wilson, on June 21, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $4,436.26 will be released to the contractor on or after October 8, 1959. The total contract amount is $50,651.58, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Glens Falls Insurance Co.,
Amerata & Schram
520 Mead Bldg.,
Portland, Oregon

RECEIVED
NOV 6 - 1958

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5327

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 6, 1958

Workman & Wilson
Route 1, Box 30
Canby, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5327, awarded Sept. 15, 1958,
for Saspal Slough Bridge on FAS No. 757
in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Form A-150—10M—6-58

NOTED
V. R JONES

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 57661

Clatsop County
Astoria, Oregon

Attn: County Court

NOTED

Date September 23, 1958

Your Req. No.

Billing Request No. cc 449

Credit Distribution: 504-1083-297

Advance Deposit	10,700.00
Partial transfer county's share total cost of Saspal Slough Bridge, FAS 757, covered by agreement dated September, 1958.	7,700.00
To be retained	$3,000.00

NOTED
C. G. SWENSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ _______________

By ______________________________

State Printing 13107

RECEIVED
SEP 22 1958
FOR FILING

A

#5327

A 3.? (2)

[illegible] #321
[illegible] #332

Salem, Oregon
September 17, 1958

5327

FAS Project Agreements
Saspal Sloug Bridge
FAS 757
Clatsop County

Mr. C. G. Swenson
City & County Relations Dept. Engr.
Office

Attention: John D. Graham
Office Engr. County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Clatsop County covering the Saspal Slough Bridge Project on FAS 757 in Clatsop County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clatsop County.

Secretary

[illegible]
Attach: 5

A

RECEIVED
SEP 18 1958
FOR FILING
398(2)
5327

September 17, 1958

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing for the records and files of Clatsop County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Clatsop County covering the Saspal Slough Bridge, FAS 757 in Clatsop County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

NOTED
Harold C. Ayers

September 16, 1958

NOTED
V. R. JONES

Clatsop County Court
Courthouse
Astoria, Oregon

Gentlemen:

This is to acknowledge receipt of an advance deposit of $10,700 for construction of the Saspal Slough Bridge on FAS 757. Contract No. 5327 has been awarded to Workman & Wilson, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

Contract Mailed
9-30-58

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
OCT 20 1958
FOR FILING
S 394 (2)

5327

September 15, 1958

Workman & Wilson
Route 1, Box 30
Canby, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for the Saspel Slough Bridge at M.P. 4.1 on the Brownsmead Loop Road in Clatsop County for the sum of $47,689 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5327.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 15, 1958

Workman & Wilson
Canby
Oregon

Gentlemen:

Contract for Saspal Slough Bridge on Brownsmead Loop Road, Clatsop County, for which you submitted low bid on September 9, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files ✓

AGREEMENT

9-11-58

The County of Clatsop, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of [redacted] FAS Highway 757, [redacted] said project to consist of a bridge over Saspal Slough

[redacted]

known as the Saspal Slough Bridge (MP 4.1), and to be designated as Oregon Project S-398(2), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 2nd day of September, 1958, and the Highway Department on the 11th day of September, 1958.

COUNTY OF CLATSOP

By Barrington
County Judge

By
County Commissioner

By
County Commissioner

Attest:
Mary Hay
County Clerk

OREGON STATE HIGHWAY COMMISSION

/s/By M. K. McIver
As Chairman

By
As Commissioner

/s/By K. N. Fridley
As Commissioner

Approved:
Assistant State Highway Engineer

Attest:
/s/ H. B. Glaisyer
Secretary

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing Agreement with the original thereof on file in this office and the same is a true and correct copy of said original and of the whole thereof.

Dated this 11th day of September, 19 58

Secretary

PROPOSED FISCAL YEAR 1960 COUNTY FAS PROJECTS 8/25/58

County	FAS Hwy. No.	Section & Description	Programmed Amount
Benton	865	Alsea River Bridge. Structure only. (Additional funds for project approved 7/31/58.)	$ 37,000
✓Clatsop	757	Blind Slough Bridge.	$ 13,000
	757	Saspal Slough Bridge. (Additional funds for projects approved 5/8/58.)	55,000
Coos	252	Gravelford (North Fork Coquille River) Bridge. (Additional funds for project approved 9/12/57.)	$ 69,000
Lincoln	150	Logsden (Siletz River) Bridge. (Additional funds for project approved 10/31/57.)	$ 43,000
Morrow	829	North Unit, Bomber Range Road Section. (Additional funds for project approved 7/31/58.)	$ 61,000
Umatilla	758	Birch Creek Section. (Additional funds for project approved 6/19/58.)	$ 138,000
		TOTAL	$ 417,000

SUMMARY: FISCAL YEAR 1960 FUNDS

Available August, 1958	$3,900,000
Proposed Projects, 8/25/58	417,000
Unprogrammed Balance......	$3,483,000

58-8 Apprvd 9-11-58

NOTED
V R JONES

NOTED
Harold C. Ayers

September 10, 1958

Clatsop County Court
Courthouse
Astoria, Oregon

Gentlemen:

On September 9 a satisfactory bid was received from Workmen and Wilson of Canby for constructing the Saspal Slough Bridge on FAS 757. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$47,689.00
12-1/2% Engineering & Contingencies	5,961.13
Estimated Total Cost.	$53,650.13
Advance Deposit of 20%.	~~$10,700.00~~

Please make this deposit by means of a check or warrant in the amount of $10,700 payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm

504-1083
Deposit rec'd 9/15/57
Gardner Notified 9/15/57
Cont. No. 3327

NOTED
C. G. SWENSON

FAS 757

Oregon oject S-398(2)
FAS 757

RESOLUTION

8-29-58

WHEREAS, a county road in Clatsop County, State of Oregon, known as the Brownsmead Loop County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

A bridge over Saspal Slough at MP 4.1

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop County, Oregon, that no encroachments will be permitted on the county road known as the Brownsmead Loop County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 29th day of August, 1958.

By:

County Judge Guy Boyington

County Commissioner Dean Stratton

County Commissioner Donald G. Malarkey

ATTEST:
Mary Hay
County Clerk

cc-12(1956)

NOTED
Harold C. Avers

NOTED
John F. Hagemann

August 27, 1958

Clatsop County Court
Courthouse
Astoria, Oregon

S-398(2)

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Saspal Slough Bridge on FAS 757 upon which bids will be received September 9 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $56,500; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than September 5.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Encl.

MEMO TO WASH:
7/11/58

NOTED
V. R. JONES

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

FAS 757, CLATSOP COUNTY

TERMINI: Bridge over Saspal Slough located approximately 4.1 miles northerly along FAS 757 from its easterly junction with FAP Route 1 (Saspal Slough Bridge).

PROPOSED WORK: One concrete bridge 240' long.

LENGTH: 0.045 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$50,000	$30,000	$10,000	$10,000

EXISTING FACILITY: 219' long untreated pile trestle, H. C. -19'. Bridge has deteriorated and is no longer adequate to carry present traffic.

ADJACENT SECTIONS: 18' wide bituminous wearing surface on 24' wide dike roadway.

PROJECT DATA: Construct 8-30' pre-cast concrete beam spans on treated piling, H. C. -22'. Clatsop County will construct required road approaches to state standards.

ROW WIDTH: 50'

MINIMUM DESIGN STANDARDS: No Exceptions
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None Required
PUBLIC HEARING: None Required
UNUSUAL OR COMPLICATED SITUATIONS: The existing road immediately west of the present bridge has a 36 degree horizontal curve. By adjusting the center line of the new bridge this curve will be reduced to 24 degrees. The entire area adjacent to this section of road is diked tide lands used for pasturing dairy cows. The road is constructed on the dikes and any improvement beyond that mentioned above would be economically unsound.

FAS 757 serves a highly productive dairy farming area and is a mail and school bus route.

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

JFH:be

GUY BOYINGTON, County Judge
VERNE STRATTON, Commissioner
DONALD O. MALARKEY, Commissioner
MARY HAY, Clerk
PAUL KEARNEY, Sheriff
THOMAS E. BROWNHILL, Dist. Atty.

Clatsop County

BEN BURNS, Treasurer
ARTHUR F. DANIELSON, Surveyor
EMMETT D. TOWLER, School Supt.
RAYMOND O. LUCE, Coroner
EMIL BERG, Assessor

ASTORIA, OREGON.

June 26, 1958.

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Mr. E. G. Ricketts.
Bridge Engr.,
Oregon State Highway Dept/.
Salem, Oregon.

Dear Sir:-

Enclosed herewith is informational map on the second Brownsmead area bridge #11129 crossing Saspal Slough.

The existing structure has a 36° curve at the west end and a short curve very near the east end. I have shown a location to replace with one 24° curve, giving better support on west end where the north side is quite narrow and would require a lot of material to widen.

There are no other complications. Power line is shown as is. Stationing of bents is for center line of bents and along the existing center line. The new location makes stationing of west end of bridge 36 + 56.3 or 1.8 feet greater than along old center line, this information to watch for old bents.

Soundings shown were made with 3/4" pipe and fire fighting pump developing about 100 psi. Very little resistance until way down there but a definite hard bottom with pronounced ring with the pipe.

We would like to place these two under regular FSA and find another place to use the Crash Funds.

Call me if you find anything lacking.

Very truly yours,

Robt B Shefler

Robt B. Shefler,
County Engr.

RECEIVED
JUN 30 1958
ENGINEER
COUNTY & CITY SECTIONS

NOTED
G. SWENSON

PROPOSED PROJECT
CLATSOP COUNTY

FAS 757 - Blind Slough Bridges (2), $32,000. These bridges were approved by the Highway Commission on May 8 for construction with available DS funds of $29,000 to be supplemented by available regular FAS funds. The above $32,000 represents the presently available regular FAS funds for a total for both bridges of $61,000.

Approved
6-19-58

58-d
6/2/58

NOTED
Harold C. Ayers

May 27, 1958

NOTED
V. R. JONES

Clatsop County Court
P. O. Box 179
Astoria, Oregon

NOTED
John F. Hagemann

[illegible] 757

Gentlemen:

On May 8 the Highway Commission approved the D fund project as described in the attached tabulation. Bids will be received as soon as plans and specifications can be prepared.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

PROPOSED PROJECT (County D-FAS Funds)
CLATSOP COUNTY

FAS 757 - Blind Slough Bridges (2), $29,000.

These bridges are located approximately 3.7 and 4.1 miles northerly along FAS 757 from its easterly junction with the Columbia River Highway. The bridges carry Highway Department Inventory Numbers 11128 and 11129.

The proposed project is to replace both existing untreated timber structures with new bridges having a roadway width of 22'. The Federal-aid project will be for the structures only, including removal of the existing bridges, with the county constructing road approaches as required. The road can be closed during construction; however, only one bridge site shall be closed at one time.

Mr. Shefler, Clatsop County Engineer, will prepare and furnish vicinity maps.

The $29,000 programmed represents Clatsop County's apportionment of the DS funds and will be supplemented with regular FAS funds as required.

Changed to all Fas regular funds project.
DS funds transferred to Bear Creek Bridge, Fas 755
See FAS 755, Bear Creek Bridge, Letter of 7/9/58

DS/FAS-1(58)
5/1/58

DS-403(1) Prairie Cr. Sec., Zumwalt 1958
Co. Rd.
#5328

RECEIVED
- 2 1959
FOR FILING

W. C Williams

NOTED
W. C. WILLIAMS

November 24, 1959

S 403(1)
S 403(2)

FINAL COST ANALYSIS

Culverts
Contractor: Bechtel Bros.
Resident Br. Eng'r. L. A. Peterson

Prairie Creek Section
Contract No. 5328

Zumwalt Road
Prefix No. 532-1027

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Drainage Excav., Unclass.	200.5	Cu. Yd.	4.00	3.52	706.50	802.00
General Excav., Unclass.	1,848	Cu. Yd.	1.10	0.879	1,624.58	2,032.80
Salvage Culvert Pipe	51	Lin. Ft.	5.00	3.99	203.79	255.00
Class "A" Concrete	224.30	Cu. Yd.	70.00	49.48	11,100.31	15,701.00
Metal Reinforcement	24,421	Lb.	0.16	0.128	3,145.37	3,907.36
PA#1 Cement Adj. (Favor of Contractor) 10.75 BBL.						70.95
					$ 16,780.55	$ 22,769.11

Gross Revenue	$ 22,769.11
Total Cost	$ 16,780.55
Net Profit	$ 5,988.56

Net Profit equals 26.3% of Gross Revenue

RECEIVED
DEC - 2 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST -- Contract No. 5328

Labor:			
Labor and Supervision		$ 4,208.37	
Labor Insurance and Health & Welfare		841.67	
Travel and Transportation Pay		392.00	$ 5,442.04
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		1,586.66	
Equipment Rental, Hired w/out operator		305.50	
Equipment Rental, hired with operator		434.00	
Gas, Oil, and Grease		200.51	
Bond		185.40	
Home Office and General Overhead		100.00	
P.L. and P.D. Insurance		200.00	
Lumber, nails, etc. (form lumber		504.15	
P.U.C.		50.00	
Move in		200.00	3,766.22
Materials:			
Class "A" Concrete	224.30 Cu.Yd. @ $22.00	5,113.92	
Metal Reinforcement	24,421 Lbs. @ $0.1006	2,458.37	7,572.29
	TOTAL COST		$ 16,780.55

Remarks - Contract No. 5328

This was a "Federal Aid Secondary Project" consisting of the construction of two double 10' x 8' reinforced box culverts and such additional and incidental work as called for by the specifications and plans on the Prairie Creek Section of the Zumalt County Road in Wallowa County.

This project was bid September 9th, awarded September 18, 1958, and completed July 6, 1959.

The Contractor began excavation for the reinforced concrete box culvert at Station 10+30 on April 27, 1959. Excavation was done with use of a 3/4-cubic yard shovel, one HD-11 A.C. dozer, one HD-11G with front end loader, and two 6-cubic yard dump trucks.

A crew of five men began placing forms for footing and bottom slab was started on Friday, May 1st. Concrete for the floor slab was placed on May 5th.

Excavation for the reinforced concrete box culvert at Station 11+48 was started May 8th, forming for footing and floor slab May 16th, and the concrete placed May 19th.

Reinforced concrete box culvert at Station 10+30 was completed June 2nd, backfilling started June 9th and completed June 10th. Reinforced concrete box culvert at Station 11+48 was finished June 8th, backfill began June 9th, and general excavation completed the following day. Final cleanup was made on July 6, 1959.

This project was supervised mostly by the Resident Bridge Engineer.

The Contractor made an exceptionally good profit on this project.

M.N. Juve
Chief Cost Analyst

By

G.K. Hanson

A

RECEIVED
OCT 19 1959

FOR FILING

(S 4-3(2))
D 403(1)
5328

October 16, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Attention: Mr. L. C. Jensen

Dear Sir:

This is to advise you that work was completed on July 6, 1959, on Contract No. 5328, Prairie Creek Box Culverts Section, in Wallowa County, in connection with Federal Aid Project No. DS-403(1) and S-4-3(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 23, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5328	5 Final	Bechtel Bros.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
23137	51341	$ 681.07	9/21/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 70 workdays from April 1, 1959

Time Extensions: None of record

Completion Date: July 6, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: September 23, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: SEP 25 1959

RECEIVED
SEP 11 1959
FOR FILING

[illegible]
[illegible]
5328

September 8, 1959

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4,
Oregon

Gentlemen:

State Highway contract #5328 for construction of culverts on the Prairie Creek Section of the Zumwalt Road in Wallowa County was completed by the contractor, Bechtel Bros., on July 6, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $683.07 will be released to the contractor after acceptance by the Commission. The total contract amount is $22,769.11, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
AUG 26 1959
FOR FILING

AB 403(1)
[illegible] 403(2)
5328

August 26, 1959

United States Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Building
Portland 4, Oregon

Dear Sir:

The State Highway Commission is prepared to release semi-final payment to Bechtel Bros. on Contract No. 5328, for culverts on the Prairie Creek Section of Zumwalt Road, Wallowa County.

This payment, in the amount of $1,574.28, will be released to the contractor on or after September 8, 1959. The retained percentage is $683.07.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

NOTED ON CARD
jmc
8/26/59

1

RECEIVED
MAY 8 - 1959
FOR FILING

5328

May 7, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on April 27, 1959, on Contract No. 5328, Prairie Creek Section, in Wallowa County, in connection with Federal Aid Project Nos. DS-403(1) and S-403(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

Contract 5328

A

Monthly Transaction No. RECEIVED OCT 30 1958	Fo -2 (9- 7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. FOR FILING 3	**FEDERAL-AID PROJECT AGREEMENT**	County Wallowa
		Project No. S-403(2)

S-403(1)
S-403(2)
5328

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Prairie Creek culvert, approximately 1.3 miles north of junction FAS 480, on a county road.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8-22-58	0.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 12,608.00	Federal funds $ 7,800.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By
~~Deputy~~ State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

Date executed by Division Engineer October 29, 1958

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Prairie Creek Section, Project No. S-403(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Prairie Creek Section, Project No. S-403(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-403(2)

PRAIRIE CREEK SECTION OF THE ZUMWALT ROAD

IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 24, 1958

Type Code X028
Box Culvert (Sta. 10+19.67 to Sta. 10+40.33)(Contract No. 5328)

Drainage Excavation, Unclassified	80 cu. yds.	$4.00	$ 320.00
General Excavation, Unclassified	1,500 cu. yds.	1.10	1,650.00
Class "A" Concrete	110 cu. yds.	70.00	7,700.00
Metal Reinforcement	11,200 lbs.	0.16	1,792.00
	Subtotal		$11,462.00
	10% Engr. & Cont.		1,146.20
	Total		$12,608.20

Length of Structure . . . . 0.004 Mile

Federal Funds	$ 7,800.00
State Funds	2,404.10
County Funds.	2,404.10
	$12,608.20

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Wallowa County with the Highway Department.

A

RECEIVED
OCT 14 1958
FOR FILING

4A2(1)
4-1102
5328

FORM E-123 9M 4-

COMMISSIONERS
H. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 13, 1958

Bechtel Bros.
2107 Depot St.
LaGrande, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5328, awarded Sept. 18, 1958, for culverts on the Prairie Creek Section of Zumwalt Road in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-403(1)

PRAIRIE CREEK SECTION OF THE ZUMWALT ROAD

IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 24, 1958

Type Code X028
Box Culvert (Sta. 11+33 to Sta. 11+59)(Contract No. 5328)

Drainage Excavation, Unclassified	200 cu. yds.	$4.00	$ 800.00
General Excavation, Unclassified	800 cu. yds.	1.10	880.00
Salvaging Culvert Pipe	70 lin. ft.	5.00	350.00
Class "A" Concrete	130 cu. yds.	70.00	9,100.00
Metal Reinforcement	13,300 lbs.	0.16	2,128.00
	Subtotal		$ 13,258.00
	10% Engr. & Cont.		1,325.80
	Total		$ 14,583.80

Length of Structure 0.004 Mile

Federal "DS" Funds	$ 10,800.00
Federal "LS" Funds	2,200.00
State Funds	791.90
County Funds	791.90
	$ 14,583.80

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Funds for Maint.: Chap. 529, Laws 1939.

Note: Necessary funds have been deposited by Wallowa County with the Highway Department.

RECEIVED
OCT 20 1958
FOR FILING
AA 403(1)
A 403(2)
5328

A

September 18, 1958

Bechtel Brothers
P. O. Box 792
La Grande, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for the Prairie Creek section of the Zumwalt County Road in Wallowa County for the sum of $24,720 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5328.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

llc

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 18, 1958

Bechtel Brothers
La Grande
Oregon

Contract for Prairie Creek Section of Zumwalt County Road, Wallowa County, for which you submitted low bid on September 9, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Accounting (5003-900)
C. W. Head
Files

RECEIVED.
SEP 18 1958
FOR FILING

OS-403(1)
S-403(2)
5328

September 17, 1958

County Court of Wallowa County
Court House
Enterprise, Oregon

Gentlemen:

We are enclosing for the records and files of Wallowa County two fully executed copies of Finance Agreements and one fully executed copy of a Maintenance Agreement between the State Highway Commission and Wallowa County covering the Prairie Creek Section, FAS 485.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 3

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RECEIVED
SEP [illegible] 1958
FOR . FILING

SS-403(1)
S-403(2)
5328

#5328

Salem, Oregon
September 17, 1958

Maint. #384
Finance #235

FAS Project Agreements
Prairie Creek Section
FAS 485, Wallowa County

Mr. G. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and two conformed copies of finance agreements covering the Prairie Creek Section of FAS 485 in Wallowa County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Wallowa County.

Secretary

R

RECEIVED
JUN 27 1958
FOR FILING

DS-403(1)
S-403(2)
5328

Salem, Oregon
June 26, 1958

Mr. Tom Edwards
OFFICE

Proposed DS (Crash) Fund Project
FAS 485, Wallowa County

Wallowa County has a balance of $6,000 of DS funds available and has requested that it be programmed for construction of a structure over Prairie Creek on FAS 485 with the county paying all costs in excess of $6,000.

At the present time there is a culvert pipe at this point which is inadequate to carry the water. It is proposed to replace this pipe with a structure as required. If a bridge is designed it should have a roadway width of 24 feet. This Prairie Creek crossing is located approximately 0.2 mile from the junction of FAS 485 with the Wallowa Lake Highway as shown on the attached map.

On June 16 the Highway Commission approved a regular FAS project for a structure at the crossing of Prairie Creek approximately one mile north of the junction of FAS 485 and the Wallowa Lake Highway.

Please see that surveys as required are made for both of these projects. Mr. Vern Russell, Wallowa County Road Superintendent, should be contacted prior to making the survey as he contemplates some channel changing.

Forrest Cooper
Deputy State Highway Engineer

JFH:mm
Att.

cc: Ivan Merchant
G. S. Paxson
C. G. Swenson

FORM E-90 80M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1958

SUBJECT: Proposed DS Project
FAS 485, Wallowa county

To: Mr. Forrest Cooper ✓
OFFICE

Due to a bid considerably under the estimate for oiling the Flora Spur, Wallowa County has a balance of DS funds of approximately $6,000. The county has requested that this balance be programmed against a structure over Prairie Creek on FAS 485 with Wallowa County to pay all costs in excess of the $6,000 of DS funds.

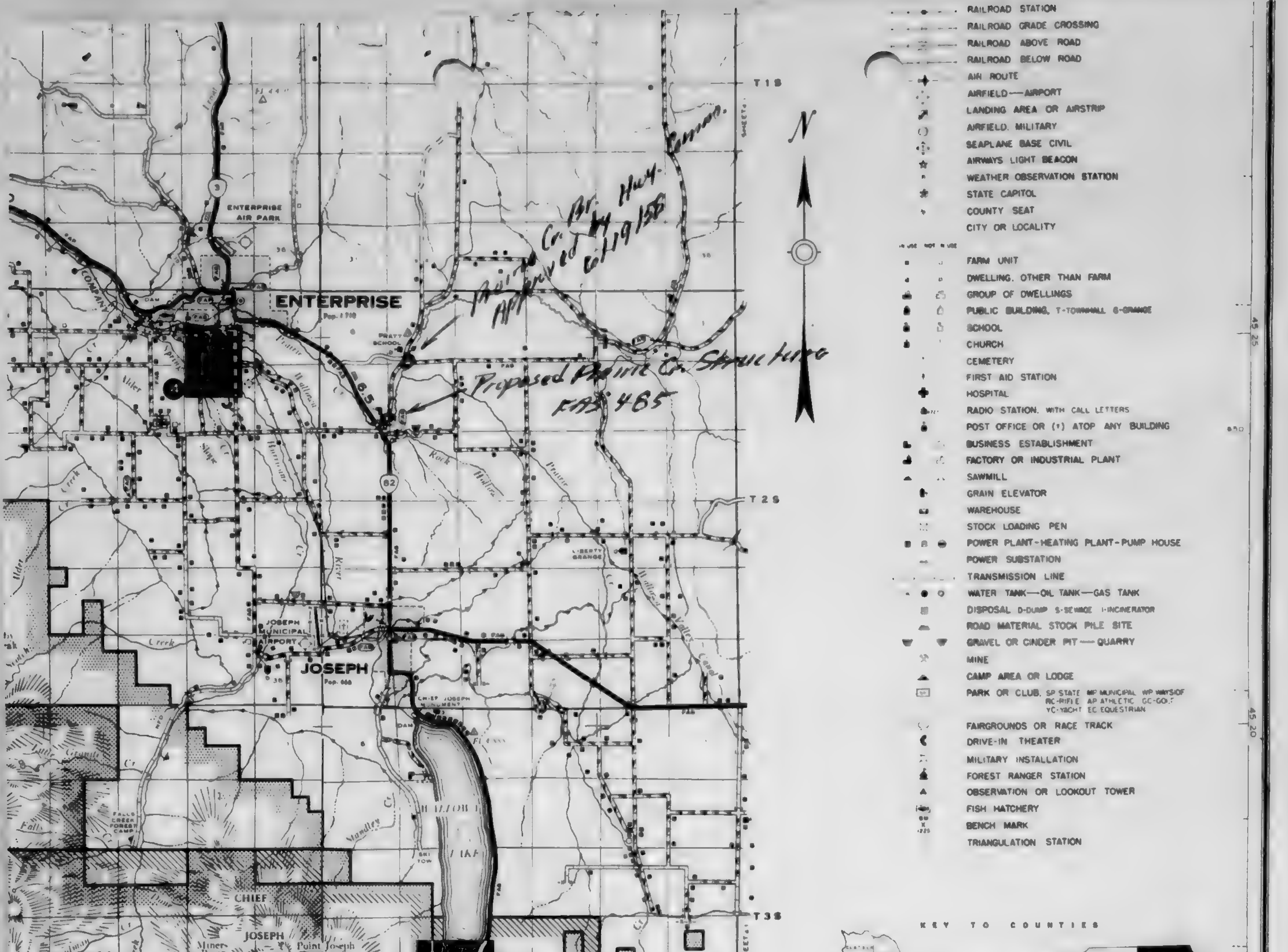
A project for a second crossing of Prairie Creek was approved by the Highway Commission on June 19 for construction with regular FAS funds and it is proposed that both of these structures be designed at the same time for letting under one contract. DS funds will be used on the structure estimated to cost the least so as to keep the 100% county money to a minimum.

Attached is a suggested letter to Mr. Edwards requesting a survey for the above projects. The DS project will be submitted to the Highway Commission for approval at its next meeting.

John F. Hagemann
John F. Hagemann
Asst. County and City Relations Engineer

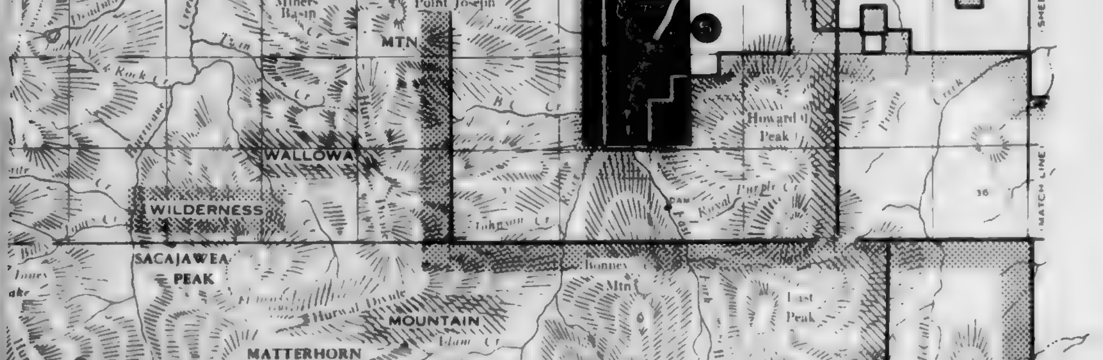
JFH:mm
Att.

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER


RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIR ROUTE
AIRFIELD—AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK—OIL TANK—GAS TANK
DISPOSAL D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB. SP STATE MP MUNICIPAL WP WAYSIDE RC-RIFLE AP ATHLETIC GC-GOLF YC-YACHT EC EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION
KEY TO COUNTIES
N
T 1 S
T 2 S
T 3 S
ENTERPRISE
Pop. 1,910
ENTERPRISE AIR PARK
PRATT SCHOOL
JOSEPH
Pop. 666
JOSEPH MUNICIPAL AIRPORT
LIBERTY GRANGE
WALLOWA LAKE
CHIEF JOSEPH MTN
Point Joseph
Miners Basin
Howard Peak
WALLOWA
WILDERNESS
82
45 25
45 20
SHEET 4
MATCH LINE

Prairie Cr. Br. Approved by Hwy. Commn. Oct 1955

Proposed Prairie Cr. Structure FAS 465


SACAJAWEA PEAK
MATTERHORN
MOUNTAIN
SHEEP
M O U N T A I N S
FOREST
REFUGE
EAGLE CAP
AREA
COUNTY
R 44 E
R 45 E
T 4 S
Horseshoe Lake
Lake Basin
Pete's Peak
Wing Ridge
Bonny Mtn
East Peak
117 20
117 15
117 10
45 15
45 10

Population of Wallowa County, 1950 Census
7,264

SHEET 3 OF 4 MAP SHEETS AND 1 SUPPLEMENTAL SHEET
SEE SUPPLEMENTAL SHEET 1A - 3A FOR ENLARGED AREAS

- 3 AREA WEST OF WALLOWA
- 4 AREA SOUTH OF ENTERPRISE
- 5 WALLOWA LAKE RESORT AREA

ROADSIDE CULTURE AS OF 1954 SHEET 3

117 05 117 00

APPROVED FEBRUARY 15, 1955

GENERAL HIGHWAY MAP **WALLOWA COUNTY** OREGON 32

I-5-4(19) Belts Rd.-Lane Co. Line Sec. 1958
204 of Pacific Hwy.
5329

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DEC 14 1960
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1-5-4(19)204

5329

December 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Belts Road-Lane County Line Section
Pacific Highway, Linn County
Contract No. 5329
Project No. 1-5-4(19)204

Dear Sir:

This is to advise you that the seeding and mulching on the subject project, authorized under Order for State Force Work No. 4, was completed November 23, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

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[illegible] 1960
FOR FILING
1-5-4 (19) [illegible]
5329

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Belts Road-Lane County Line** Highway **Pacific**

County **Linn** MP______ to MP______ Contractor **R. Houck**

Resident Engineer **S. F. Walters** Inspector______

Date Completed **August, 1960** Date Reported **August 22, 1960**

Type and Thickness of Wearing Surface **4" B** A. C.____ Oil Mat______ Seal.

[✓ N] S, E, W from MP or Sta.______ **P.C.C.**							N, [✓ S] E, W from MP or Sta.______ **Belts Road**						
Mile	Wheel Count	**Outside** Roughness		**Inside** Test Run On			Mile	Wheel Count	**Outside** Roughness		**Inside** Test Run On		
		Total	Per Mile	**Mile**	**Total**	**per mi.**			Total	Per Mile	**Mile**	**Total**	**per mi.**
1	750	77	77	1	86	86	1	750	73	73	1	85	85
2	1500	152	75	2	173	87	2	1500	146	73	2	168	83
3	2250	228	76	3	259	86	3	2250	225	79	3	254	86
4	3000	305	77	4	344	85	4	3000	311	86	4	338	84
5	3750	384	79	5	425	81	5	3750	396	85	5	422	84
6	4500	467	83	6	520	95	6	4500	477	81	6	505	83
Average Roughness Per Mile **Outside**					78"		Average Roughness Per Mile **Outside**					79.5"	
Average Roughness Per Mile **Inside**					86.6"		Average Roughness Per Mile **Inside**					84"	

Remarks: ______

To 75	Good
75-100	Fair
Over 100	Poor

CC: Deputy Highway Engineer ✓
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

RECEIVED
MAY 26 1960
FOR FILING

[illegible]

5339

May 25, 1960

Mercer Steel Co., Inc.
2636 N. W. 26th Ave.
Portland 10, Oregon

Attention: Mr. Richard D. Hall

Gentlemen:

As requested in your letter, dated May 19, we are listing acceptance and payment status of the following State Highway contracts:

Contract No. 5339 - Linn County Line-McKenzie River Section:
Not completed; paid to date, $1,081,871.10; retained percentage, $32,214.06.

Contract No. 5293 - Twin Buttes-Belts Road Section:
Not completed; paid to date, $376,274.58; retained percentage, $11,556.73.

Contract No. 5329 - Belts Road-Lane County Line Section:
Completed 10-30-59; accepted 3-10-60; Final estimate in amount of $25,368.87 paid 4-7-60.

Contract No. 5393 - Josephine County Line-Evans Creek Section:
Completed 12-7-59; accepted 4-21-60; Final estimate in amount of $17,372.86 paid 5-19-60.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

MERCER
STEEL CO., INC.

Reinforcing Steel and Building Specialties
[illegible]
[illegible] AVE
PORTLAND [illegible] OREGON

May 19, 1960

Oregon State Highway Commission
Salem, Oregon

Attention: Floyd Query, Secretary

Ruth
Please pencil in —
CEC

Gentlemen:

This company has furnished material as the sub-contractor to Snook Brothers of Corvallis, Oregon, the sub-contractor to various prime contractors on the following Oregon State Highway Commission jobs.

We would appreciate your informing us as to the date of acceptance and payment status to the general contractors on the jobs tabulated below.

[illegible] Contract No. 5339 Linn County Line - McKenzie River Section
not comp. pd to date 1,051,871.16 [illegible] 33,214.[illegible]

Lane Contract No. 5293 Twin Buttes - Belts Road Section
not comp. pd to date 316,274.59 [illegible]

[illegible] Contract No. 5329 Belts Road - Lane County Line Section Final Est 25,368.87 paid 4-7-60
[illegible] 3-10-60

[illegible] Contract No. 5393 Josephine County Line - Evans Creek Section 17,372.86
[illegible] 4-21-60 Final Est paid 5-19-60

Thank you for your assistance.

Sincerely,

Richard D. Hall

Richard D. Hall

RDH/jm

RECEIVED
MAY 23 1960
STATE HIGHWAY COMMISSION

NOTED

A

RECEIVED
MAR 28 1960
FOR FILING
[illegible]
5329

March 25, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5329 for grading the Belts Road-Lane County Line Section of Pacific Highway in Linn County was completed by the contractor, Roy L. Houck & Sons and Roy L. Houck Sons' Corporation, on October 30, 1959, and was formally accepted by the Highway Commission on March 10, 1960.

Final payment in the amount of $25,368.87 will be released to the contractor on or after April 4, 1960. The total contract amount is $701,702.72, of which amount $14,802.49 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

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JAN 20 1960
FOR FILING
[illegible]
5329

January 20, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Roy L. Houck & Sons and Roy L. Houck Sons' Corp., on contract #5329 for grading the Belts Road-Lane County Line Section of Pacific Highway in Linn County.

This payment, in the amount of $23,483.81, will be released to contractor on or after January 30, 1960. The retained percentage is $20,917.54.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

Form E-1—(Rev.)—10M—2-50

[illegible] 1204

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 9, 1960

Section Belts Road-Lane County Line

Kind of work Grading

Highway Pacific County Linn

Section prefix 622-1078

Contractor Roy L. Houck & Sons & Roy L. Houck Sons Corp.

Contract number 5329

Date of contract Sept. 23, 1958

Specified work days 130

Date work started Sept. 9, 1958

Work days used 121

Project authorization $ 857,583.79

Exclusive of engineering $ 796,600.05

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $ 714,679.44

Estimated per cent overrun or underrun - 11.5 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 60,983.05

Engineering cost to date $ 55,600, 91 %

Date project was completed 10/30, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final completed and submitted to the Division Offoce Wednesday.

There are some R/W monuments to complete which will be done when personnel returns from leaves.

FINAL REPORT

NOTED

CONSTRUCTION DIVISION
RECEIVED
JAN 11 1960
NOTED-- CE ACE ACE COE

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.86				
Miles partially completed	~~6.8~~				
Miles completed	6.86				
Total estimated quantities (contract)	~~88~~ 1,131,000				
Total quantities corrected to date	831,000				
Estimated quantities moved or placed to date	831,000				
Average daily quantities	9,330				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	—				
Hours per shift	—				
Average force on project for week	—				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	shsr		
Wednesday	Rain		
Thursday	Cldy-Shrs		
Friday	Rain		
Saturday	[illegible]		

RECEIVED
JAN - 6 1960
FOR FILING

5-4(19)204

5329

January 5, 1960

Mr. C. O. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 9 covering salvaging and relaying 36" concrete pipe on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

The 36 inch concrete pipe at Station 2356 was installed according to the plans. The force of water at the outlet started erosive action which ultimately took out approximately one-half of the culvert. It was necessary to salvage and relay the pipe. In order to hold the pipe and prevent recurrence of the trouble rip rap was placed under contract items. This work was done as an emergency measure to restore drainage and save the grade.

This work has been verbally approved by the B.P.R.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DRP:jb
Enc.

Form E-1—(Rev.)—10M—2-50

[illegible]
5329

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Jan. 2, 1960, 19

Section Belts Road-Lane County Line

Kind of work Grading

Highway Pacific County Linn

Section prefix 622-1078

Contractor Roy L. Houck & Sons & Roy L. Houck Sons Corp

Contract number 5329

Date of contract Sept. 23, 1958, 19

Specified work days 130

Date work started Sept. 9, 1958, 19

Work days used 121

Project authorization $857,583.79

Exclusive of engineering $796,600.05

Per cent of time elapsed 93 %

Estimated cost of completed project, exclusive of engineering $ 777,000

Estimated per cent overrun or underrun ~~100~~ -6 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 60,983.05

Engineering cost to date $ 55,500, 91 %

Date project was completed Oct. 30, 1959, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office force on semi-final. Delayed for some field measurements and final computations from bridge dept.

NOTED

NOTED

CONSTRUCTION DIVISION
RECEIVED
JAN 4 1960
NOTED-- CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed

Address Box 324, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.86				
Miles partially completed					
Miles completed	6.86				
Total estimated quantities (contract)	1,131,000				
Total quantities corrected to date	831,000				
Estimated quantities moved or placed to date	831,000				
Average daily quantities	9,330				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	—				
Hours per shift	—				
Average force on project for week	—				

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Cldy		
Wednesday	Rain		
Thursday	Heavy Fog		
Friday			
Saturday			

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FOR FILING
I 5-4(19)204

5329

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1959

SUBJECT: Belts Road-Lane County Line
Pacific Highway
Contract No. 5329

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith Extra Work Order No. 9 covering a contractor's claim for the salvaging and re-laying of a 36-inch pipe which was washed out during high water of the past winter.

This pipe was installed in accordance with the plans and loose riprap has been placed at the outlet to be sure that it does not wash out again.

In view of the fact that the pipe was installed in accordance with the plans, it is felt that it is our obligation to pay for this work and we have so indicated to the contractor.

This has been discussed with the Bureau of Public Roads and they have tentatively approved Federal participation in the cost thereof.

In view of the above, it is recommended that this Extra Work Order be approved as submitted.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc R. L. Porter

NOTED
FORREST COOPER

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JAN - 5 1960
FOR FILING
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DEC 30 1959
NOTED ☒ ☐ ☐ ☐ ☐

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

Salem, Oregon
December 29, 1959

SUBJECT: Disposition of Claims of
Roy L. Houck & Sons Discussed in
Meeting December 17, 1959

Memo to the Files

On December 17th a meeting was held in the office of the Construction Engineer for the purpose of discussing claims presented by Roy L. Houck & Sons on various contracts with the State Highway Department. Those present were: Roy L. Houck, Sr., Roy L. Houck, Jr., Carlos T. Houck, Tom Edwards, Construction Engineer, I. H. Young, Assistant Construction Engineer, J. D. Walker, Division Engineer, and R. D. Arburry, Assistant Division Engineer.

The claims presented and discussed and the decisions regarding the claims were as follows:

North Jefferson Junction-S.P.R.R. Overcrossing Section
Pacific Highway
Contract No. 4943

The contractor presented claim covering labor and equipment rental in amount of approximately $4,200.00 for additional clearing and grubbing on Borrow "C". This claim was recognized as just, as the contractor, acting on instructions from the engineer, cleared and grubbed approximately 9.3 acres more than was necessary if the contractor could have proceeded in accordance with his plans. The contractor's plans did not violate any of the specifications of the contract. It was decided to initiate a Price Agreement covering 9.3 acres of clearing and grubbing at $450.00 per acre.

Belts Road-Lane County Line Section
Pacific Highway
Contract No. 5329

(1) A claim was presented for the construction of an irrigation ditch around the area used for borrow on the State-controlled Glasser borrow. An irrigation ditch crossed the borrow area diagonally. If the ditch had been left in place, there would have been two separate borrow areas divided by a dike which would contain the irrigation ditch. The contractor constructed an alternate ditch around the borrow area and excavated in the area of the old ditch. It was decided that the construction of the new ditch should be paid for under the appropriate item of the contract.

Copy
To Corp. [illegible]
[redacted]

(2) A claim was presented for the cost of the purchasing of embankment materials not used due to change in grade after letting of contract. The contractor acquired embankment materials sufficient to construct the embankments called for by the plans. Some of this was of poorer quality than that which had been originally planned to use from State-controlled sources, requiring thicker surfacing. To accommodate the thicker surfacing the subgrade was lowered, making a reduction of approximately 11.9 per cent of the planned embankment material. The contractor acquired this material on (a) a royalty based on the cubic yard (b) a land use based upon the acreage used, with a minimum specified in both cases. Under (b) a guarantee was made to land holder for the minimum amount shown on plans.

The settlement was (a) that the State would pay the royalty on the difference between the planned amount and the amount actually used in the area where the contractor purchased the material on a royalty basis; (b) that the State would pay a proportionate share of the cost of acquiring the land use permits commensurate with the reduction of embankment materials due to grade change. The payment was to be by Price Agreement.

(3) A claim was presented for the salvaging and relaying of a 36-inch culvert which had washed out during the past winter. The total bill for this was around $1,000.00.

It was decided that the contractor stand half the cost and the State pay for half the cost of salvaging and relaying this culvert. Payment to be made by Extra Work Order.

North Albany Junction-Lebanon Road Section
Pacific Highway
Contract No. 5345

(1) The question arose regarding payment as "Special Borrow Excavation" for the Portland cement concrete pavement which was removed and placed in the fills.

The decision was to pay "Special Borrow Excavation" for this material incorporated in the fills.

(2) An adjustment was wanted for the underrun of the "Special Borrow Excavation". The net quantities shown on the plans were some 44,000 cubic yards whereas only some 28,000 cubic yards were needed. The requested adjustment was based on an alleged unbalancing of bids on different items of the contract.

This claim was denied with the reservation that Mr. Edwards would confer with Mr. Cooper regarding it.

Salem-Browning Avenue [illegible]
Liberty Road
Contract No. 5499

A claim was discussed regarding additional compensation for the paving of approach roads outside the right of way--the specifications state that the approach roads will be contained within the right of way.

It was acknowledged the contractor should have some additional compensation for this work but it was thought the asked $0.15 per square foot was too high. It was decided to turn this over to Mr. Juve to arrive at an equitable figure for this work and pay the contractor on a Price Agreement. The final agreed price was $0.10 per square foot.

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. S. F. Walters
Mr. D. C. King

[illegible]ED
[illegible] 60
OFFICE OF
[illegible] ENGINEER

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FORM E-80 50M 1-49 62124

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5329

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 29, 1959

SUBJECT: Belts Road-Lane County Line
Pacific Highway
Contract No. 5329

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am submitting herewith Price Agreement No. 4 on the subject named job which is in settlement of a claim by the contractor compensating him for the purchase of borrow materials purchased but not used due to a reduction in quantities occasioned by a change of grade.

The change of grade was required to accommodate additional thickness of surfacing, the need for which became evident after the job was partially constructed. This is, of course, partly due to the Bureau of Public Roads' policy to not permit the State to specify the source of borrow.

The contractor, prior to bidding the job, obligated himself to purchase sufficient material to construct the project in accordance with the grades shown on the plans. The grade was subsequently lowered causing a reduction in embankment materials of 11.9 per cent. This reduction being due to a change in plans, it appears that the contractor is entitled to recover a proportional share of his costs involved in acquiring the borrows. Calculations in support of this appear on the back of the Price Agreement.

This has been discussed with the Bureau of Public Roads and they have indicated that they would participate in the cost of this adjustment of claim upon being presented with evidence of the necessity thereof. I am handing Mr. Parkes, for transmittal to the Bureau, copies of our original base design and copies of our base design needed on the paving job.

In view of the above, it is recommended that this Price Agreement, in settlement of the contractor's claim, be approved as submitted. A copy of Mr. Asburry's letter of transmittal is forwarded herewith for your further information.

Tom Edwards
Construction Engineer

FORREST COOPER

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.
cc R. L. Porter

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V 27 1959
FOR FILING

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5329

November 25, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Roy L. Houck & Sons and Roy L. Houck Sons' Corp., a portion of the funds heretofore retained by the Commission on contract #5329 for grading the Belts Road-Lane County Line Section of Pacific Highway in Linn County.

This payment, in the amount of $23,231.07, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $19,578.77. The present payment will be released on or after December 7, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

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NOV - 5 1959
FOR FILING

I-5-4(19)

5329

November 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 30, 1959, on Contract No. 5329, Belts Road-Lane County Line Section, in Linn County, in connection with Federal Aid Project No. I-5-4(19)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

RECEIVED
NOV - 2 1959
FOR FILING

Form E-61 25M-1-56

O ON STATE HIGHWAY DEPARTM

Materials Division

LABORATORY REPORT

Project	Delta Road - Lane County Line	Prefix No.	622-1078
Highway	Pacific	County	Linn
Contractor	Roy L. Houck & Sons	F. A. Project No.	I-5-4(19)204
Submitted by 5329	Wm. Fretwell	Date reported	Oct. 30, 1959

Contract No. 5329

REPORT ON SAMPLE OF COARSE AGGREGATE

Source of material Miller Pit, 500' west of Sta. 2617

Sampled at Belt

To be used Base Surfacing

Sampled by Rockwell Simpson

Date received Oct. 23, 1959

Quantity represented 5000 tons

TEST RESULTS

Laboratory No. 503767

Data Sheet No. A-72354

Type of material Crushed Gravel 1½—0 #9

Screen opening Square

GRANULOMETRIC ANALYSIS

Retained on Sieve	Per cent Single Sieve	Per cent Accumulative	Per cent Coarse Aggregate
2	0	0	
1½	1.6	1.6	
1	10.7	12.3	
3/4	9.9	22.2	
1/2	20.8	43.0	
1/4	21.3	64.3	
10	12.5	76.8	
40	11.2	88.0	
80	8.1	96.1	
200	2.1	98.2	
P200	1.8	1.8	
Total	100.0		

Abrasion, per cent wear, Los Angeles Rattler		
Specific gravity (Le Chatelier)		
Unit weight, dry rodded, lbs. per cubic foot		
Unit weight, loose, lbs. per cubic foot		
Fineness factor		
Sodium sulfate test, per cent loss		
Asphalt stripping: Natural fines		
Manufactured fines		
Plasticity index: Natural fines	0	%
Manufactured fines		%
Degraded material		%
Liquid limit: Natural fines	[illegible] 23	%
Manufactured fines		%
Degraded material		%
Fracture	OK	%
Sand equivalent		
Date sampled		

RECOMMENDATIONS

Material as represented by this sample ......is...... suitable for use.

TEST REPORT DISTRIBUTION:

x Bureau of Public Roads
x Construction Engineer
Maintenance Engineer
Bridge Engineer
Requisition Office
x Division Engineer Walker
x Resident Engineer Walters
Dist. Maint. Sup't
Foreman
x Geology and Soils
x Files
x Fretwell x Houck

State Printing 17080

G. W. Harra

Engineer of Materials

RECEIVED
OCT 20 1959
FOR FILING
J [illegible]

5329

Roy L. Houck & Sons
and
Roy L. Houck Sons' Corporation
A Joint Venture
1585 20th Street, N.E. Salem, Oregon
Telephone EM 3-7745

October 14, 1959

REFERRED TO
Cooper
State Highway Engineer

Mr. S. F. Walters
Resident Engineer
Oregon State Highway Department
P. O. Box 324
Albany, Oregon

Re: Belts Road-Lane County Line
Contract #5329
Claim--$377.55

Dear Sir:

This is to notify you that a situation has arisen which, in our opinion, entitles us to compensation additional to that which we would receive at the prices and on the basis of payment specifically set forth in the above-entitled contract, and we herewith make claim for the additional compensation.

This situation is brought about by the filing of this claim for additional compensation by our subcontractor, Snook Brothers.

Very truly yours,

ROY L. HOUCK & SONS
ROY L. HOUCK SONS' CORPORATION

By RLHouck

cc: Walker
cc: Williams
cc: Edwards

NOTED
FORREST COOPER

RECEIVED
OCT 1[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1959
STATE HIGHWAY [illegible]

RECEIVED
SEP 21 1959
FOR FILING

I 5-4(19)204

5329

September 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering drop panels in fencing at water courses on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

The specifications for fencing provide that the fencing across water courses, gullies, etc., below the normal elevation of the fence shall be classed as extra work. It is necessary that such fencing, or drop panels, be constructed as noted on the order as there are several locations which require drop panels to prevent trespass of stock on the highway at low water and dry periods.

The fence repair is necessary where winter storms and channelized water have washed debris against the fence. Repair and extra bracing is required in these areas.

Verbal BPR approval has been given for this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
SEP 11 1959
FOR FILING

I-5-4(19)

5329

September 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering extra clearing on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

This work is necessary to make a neat and cleanly finished job on this project.

Within the right of way limits, but outside of the clearing limits, there are fruit trees, stumps and brush that should be removed for sightliness and to clean the right of way. As the grading is shaping up the remaining brush, trees and stumps are showing up as unsightly. Removing the fuit trees can also be considered a safety factor as it will eliminate the possibility of anyone stopping to gather the fruit.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

A

RECEIVED
AUG 11 1959

FOR FILING
I-5-4(19)204

5329

August 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering drainage revision and repair on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

The area between the frontage road and highway left of Stations 2318-2384 and 2622-2674 has depressions and dikes which will pond water during rainy seasons. It is necessary to remove the dikes and dress the area so drainage water can be led to drainage facilities. This is an embankment in place specification and no contract item will apply to this work.

Two 36-inch pipes at Stations 2436+80 and 2436+94 need to be salvaged and replaced due to failure of the base during the winter months. It is necessary to salvage the pipes and relay them with a firmer foundation.

It is necessary to salvage and relay the 18-inch pipe at Station 2545+18 to change the grade of the pipe so it will function properly.

Very truly yours,

W. C. Williams
State Highway Engineer

By

DBP:mfh

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
JUL [illegible] 1959
FOR FILING

July 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering installing 14 and 16 foot metal gates on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

In negotiations for constructing the dike for irrigation ditching from approximate Stations 2638+50 to 2680+40, it was agreed to install 14' gates where cross fencing crosses the dike. The gates are necessary to allow access along the dike road for servicing the irrigation ditch. The 20' gates in the contract are too long for the dike section.

It was necessary to purchase extra right of way on the Priceboro Road for the overcrossing. Fencing is to be reestablished on the new right of way line, but no provision in the contract for a gate. The option specifies a 16' gate which is much cheaper than the 20' gates provided in the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Encl.

RECEIVED
JUL 13 1959
FOR FILING

I-5-4(19)204

5329

July 9, 1959

Mr. C. C. Pelk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering drainage of a swamp area on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

This work is necessary to lower the water table and protect the roadbed from saturation.

A swampy area has been encountered in the vicinity of Station 2521 to Station 2526. The terrain is very flat and it will be necessary to lay perforated pipe along both edges of the roadway through the swamp area to collect the water and 8-inch concrete pipe to Station 2505+50. The concrete pipe is necessary to avoid intercepting cross surface drainage. From Station 2508+50 the water will be carried in an open V ditch to the box culvert at Station 2497±. Copies of the sketch showing the proposed work are attached.

This order covers the furnishing and installing of the pipe and backfill. Material from the ditch excavation will be placed in fills as "embankment in place" and excavation for the pipes will be paid as "drainage excavation".

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
JUL - 2 1959
FOR FILING

I-5-4(19)204

5329

July 1, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering an irrigation diversion box on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

In construction of this project it is necessary to rearrange the Willoughby irrigation system. The diversion box is to be located in the irrigation dike which is being constructed as a part of this contract.

No special or additional benefit will accrue to the landowner because of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

4

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FOR FILING

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I-5-4(19)204

When replying, refer to:
08-35.8-DA

5329

408 State Highway Bldg.
Salem, Oregon

June 4, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received and reviewed the permit you intend to issue to Pacific Telephone and Telegraph Company for a crossing of Pacific Interstate Highway #1 at Priceboro County Road on Project I-5-4(19)204, Belts Road, Lane County Line Section, Engineer's Station 2490+83.

Approval is hereby given for issuance of the permit and construction of the crossing.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
District Engineer

[illegible]

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

FORM 2-100

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MAY 7 - 1959
FOR FILING

I-5-4 (141204

5329

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT S. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY ENGR
LEONARD I. LINDAS
CHIEF COUNSEL

May 6, 1959

Mr. Roy L. Houck
Roy L. Houck and Sons and
Roy L. Houck Sons' Corporation
1585 N. 20th Street
Salem, Oregon

Re: Glaser Borrow
Belts Road-Lane County
Line Section
Pacific Highway
Contract No. 5329

Dear Mr. Houck:

Your letter of April 23, 1959 concerning the replacement of the irrigation ditch in the Glaser Borrow area has been received and reviewed by this office.

We have had further discussions with Mr. Hoover and Mr. Asburry concerning this subject. They re-state their original contention that Mr. Roy L. Houck Jr. was verbally instructed to preserve the irrigation ditch. Naturally, we know its destruction by members of your organization was neither "malicious nor deliberate". However, we must conclude that a lack of communication between members of your organization has caused this misunderstanding.

We can only repeat our decision in a letter of April 14, 1959, that we consider it your responsibility to reconstruct this ditch at your expense.

Very truly yours,

Tom Edwards - 8

Tom Edwards
Construction Engineer

cc J. D. Walker

RECEIVED
MAY - 7 1959
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 30, 1959

Edwards

To: Mr. J. D. Walker
Division Engineer
Office

SUBJECT: Glaser Borrow
Belts Road-Lane County Line
Pacific Highway
Contract No. 5329

RECEIVED
MAY -1 1959
OFFICE OF
DIVISION ENGINEER
DIVISION NO 2

Herewith a copy of a letter from Mr. Houck setting forth further argument for reimbursement for the re-establishment of the irrigation ditch on the Glaser Borrow.

Please study Mr. Houck's letter, confer with the resident engineer, and give us a report on the various points brought up.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

No new developments according to Asbury.

NOTED
R. D. ASBURRY

Roy L. Houck & Sons
and
Roy L. Houck Sons' Corporation
A Joint Venture
1585 N. 20th Street Salem, Oregon
Telephone EM 3-7745

April 23, 1959

CONSTRUCTION DIVISION
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CE ACE ACE CCE

Mr. Tom Edwards
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Subject: Glaser Borrow
Belts Road-Lane County Line
Pacific Highway
Contract #5329

Dear Sir:

This letter is to re-state our position on the cost of relocating the irrigation ditch in the Glaser Borrow Pit.

When we first started to develop this borrow, I conferred with Mr. Niles Hoover, at that time the assistant Resident Engineer on the project. I informed him that we would like to remove material from this borrow, from approximately Station 2400 to Station 2435 in an area extending from 300 feet West of the normal right of way to the property line 590 feet West. I was advised at that time that Mr. Hoover was restricting my operation to an area commencing at Station 2411 and extending through to Station 2437 and would allow me to commence at a point 300 feet West of the normal right of way line and to extend Westerly 1600 feet to the property line.

This area was to be excavated uniformly to a depth that would allow drainage westerly to existing lower ground. There was no reference to the irrigation ditch through the property, by Mr. Hoover, and it is not indicated on the plans. Furthermore, I specifically asked Mr. Hoover for control lines throughout the borrow before I proceeded. He informed me that he lacked available help to stake this borrow immediately and provide us with adequate engineering throughout the project. To which I replied that if they were going to charge us the work days on the project, provide us with adequate engineering or discontinue the work day count. His reply was for us to go ahead and develop the borrow along the lines and grades that he had previously stated, which we proceeded to do.

No mention or discussion either verbally or written, about this irrigation ditch occurred until a letter from Mr. Christensen, a landowner served by this ditch, was presented to the Highway Department. Furthermore, I would like to point out that had we left the ditch through the borrow as supposedly ordered by Mr. Hoover, it would have resulted in two separate borrow pits and created a problem in draining the easterly borrow pit.

Therefore, it should be quite evident that inasmuch as we excavated the pit according to the lines and grades of the engineer, that we were complying with the terms of the contract and the instructions of the engineer, and that our action in obliterating the ditch was neither malicious or deliberate, but we were acting in good faith and in accordance with the instructions of the Highway Department.

In view of the above facts we feel that we are entitled to reimbursement for any expense incurred by us in the re-establishment of the irrigation ditch through this property.

Very truly yours,

ROY L. HOUCK & SONS
ROY L. HOUCK SONS' CORPORATION

By

No. 5329

1

RECEIVED
R 30 1959
FOR FILING

Monthly transaction number 5-7	Form PR-…A (5-31…) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Linn**
Project report number I-5-4(19)204		Project number **I-5-4(19)204**

5329

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 31**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project	$ **867,892**
Revised Federal funds	$ **801,000**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **29** day of **April**, 19**59**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

April 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Beltz Road-Lane County Line Section, Project No. I-5-4(19)204.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

April 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Belts Road-Lane County Line Section, Project No. I-5-4(19)204.

The estimate has been revised to include estimated costs of separate borrow areas for materials necessary for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNG:ia

Oregon State Highway Department

Federal Aid
Project No. I-5-4(19)204

BELTS ROAD-LANE COUNTY LINE SECTION OF THE
PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for Modification of Project Agreement. Estimate revised to include costs of Borrow Areas for materials necessary for the project. Based on low bid prices and estimated costs of Borrow Areas.)

Salem, Oregon, March 11 1959

Type Code P. E.

Preliminary Engineering	All	Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 2310+00 to Sta. 2674+61.46)(Contract No. 5329)

Clearing and Grubbing	All	Required		$103,000.00
Removal of Bridge	All	Required		5,000.00
Drainage Excavation, Unclassified	3,550	cu. yds.	$ 1.50	5,325.00
Embankment in Place	1,131,000	cu. yds.	.34	384,540.00
Furnishing and Placing Topsoil	4,600	cu. yds.	1.00	4,600.00
Finishing Roadbed and Slopes	All	Required		7,000.00
12-inch Concrete Pipe	180	lin. ft.	2.50	450.00
15-inch Concrete Pipe	2,000	lin. ft.	3.90	7,800.00
18-inch Concrete Pipe	6,240	lin. ft.	4.10	25,584.00
24-inch Concrete Pipe	1,200	lin. ft.	5.20	6,240.00
30-inch Concrete Pipe	2,420	lin. ft.	6.75	16,335.00
36-inch Concrete Pipe	1,300	lin. ft.	7.95	10,335.00
42-inch Concrete Pipe	1,190	lin. ft.	9.75	11,602.50
15-inch Culvert End Sections	60	only	50.00	3,000.00
18-inch Culvert End Sections	70	only	52.00	3,640.00
24-inch Culvert End Sections	2	only	75.00	150.00
30-inch Culvert End Sections	16	only	100.00	1,600.00
36-inch Culvert End Sections	4	only	150.00	600.00
42-inch Culvert End Sections	4	only	275.00	1,100.00
Class "A" Concrete	670	cu. yds.	57.00	38,190.00
Metal Reinforcement	87,000	lbs.	.15	13,050.00
Type 2 Fence	5,800	rods	5.25	30,450.00
20' x 48" Metal Gates	10	only	200.00	2,000.00
Loose Riprap	1,300	cu. yds.	5.00	6,500.00
Coarse Crushed Material in Base	5,480	cu. yds.	3.00	16,440.00
3/4" - 0 Material in Base	1,000	cu. yds.	3.15	3,150.00
Sprinkling	1,340	M-gals.	3.00	4,020.00

Temporary Detour Structure

Furnish Untreated Timber Piles	1,872	lin. ft.	1.10	2,059.20
Drive Timber Piles	56	only	66.00	3,696.00

Untreated Timber in Place	10 M fbm	$220.00	$ 2,200.00
Untreated Trestle Superstructure	212 lin. ft.	95.00	20,140.00
			$739,796.70
Seeding and Mulching	All Required		12,000.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Work by Consumers Power, Inc.	All Required		2,560.00
Adjustment of Farm Drains	All Required		2,000.00
Signing	All Required		2,000.00
Borrow Areas (305,000 cu. yds.)	All Required		26,000.00
	Subtotal		$785,356.70
	10% Engr. & Cont.		78,535.67
	Total		$863,892.37

Length of Roadway	6.865 Miles
Length of 8 Structures	0.041 Mile (Exceptions)
Total Length	6.906 Miles
Cost of Roadway per Mile	$125,840.11

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,600.00	$ 400.00
Roadway	863,892.37	797,400.00	66,492.37
	$867,892.37	$801,000.00	$66,892.37

State Funds for Const.: Chap. 175, laws 1917
Chap. 31, laws 1920
Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

BELTS ROAD-LANE COUNTY LINE SECTION

Project No. I-5-4(19)204

Estimate of costs of work by the Consumers Power, Inc.

Labor		$ 888.30
Materials		2,053.64
Salvage Credit		376.13 cr.
		$2,565.81
	Use	$2,560.00

BELTS ROAD-LANE COUNTY LINE SECTION

Project No. I-5-4(19)204

Estimated cost of Borrow Area for materials
necessary to complete construction

R/W File No.	Description	Estimated Borrow	Total Cost
25373	Glaser Pit, Sta. 2410 to Sta. 2437	305,000 cu.yd.	$26,200.00
	Use	305,000 cu.yd.	$26,000.00

Contract 5329

A

Monthly Transaction No.

RECEIVED
NOV 5 1958

Project Report No.

FOR FILING

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5329

For -2
(9-)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

State **Oregon**

County **Linn**

Project No. **I-5-4(19)204**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

North end I-5-4(18)211 south to Lane County Line.
(Belts Road-Lane Co. Line Section)(on U.S. 99)

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	8-4-58	- - -
Rights-of-Way		
Construction	8-4-58	6.9
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 839,392.00

Federal funds $ 775,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

~~Asst.~~ State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 31, 1958

USComm-DC 40257

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Belts Road-Lane County Line Section, Project No. I-5-4(19)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

October 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Belts Road-Lane County Line Section, Project No. I-5-4(19)204.

Very truly yours,

W. C. Williams
State Highway Engineer

[illegible]:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-5-4(19)204

BELTS ROAD-LANE COUNTY LINE SECTION

OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1958

Type Code P.E.

Preliminary Engineering	All	Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 2310+00 to Sta. 2674+61.46)(Contract No. 5329)

Clearing and Grubbing	All	Required		$103,000.00
Removal of Bridge	All	Required		5,000.00
Drainage Excavation, Unclassified	3,550	cu. yds.	$ 1.50	5,325.00
Embankment in Place	1,131,000	cu. yds.	.34	384,540.00
Furnishing and Placing Topsoil	4,600	cu. yds.	1.00	4,600.00
Finishing Roadbed and Slopes	All	Required		7,000.00
12-inch Concrete Pipe	180	lin. ft.	2.50	450.00
15-inch Concrete Pipe	2,000	lin. ft.	3.90	7,800.00
18-inch Concrete Pipe	6,240	lin. ft.	4.10	25,584.00
24-inch Concrete Pipe	1,200	lin. ft.	5.20	6,240.00
30-inch Concrete Pipe	2,420	lin. ft.	6.75	16,335.00
36-inch Concrete Pipe	1,300	lin. ft.	7.95	10,335.00
42-inch Concrete Pipe	1,190	lin. ft.	9.75	11,602.50
15-inch Culvert End Sections	60	only	50.00	3,000.00
18-inch Culvert End Sections	70	Only	52.00	3,640.00
24-inch Culvert End Sections	2	only	75.00	150.00
30-inch Culvert End Sections	16	only	100.00	1,600.00
36-inch Culvert End Sections	4	only	150.00	600.00
42-inch Culvert End Sections	4	only	275.00	1,100.00
Class "A" Concrete	670	cu. yds.	57.00	38,190.00
Metal Reinforcement	87,000	lbs.	.15	13,050.00
Type 2 Fence	5,800	rods	5.25	30,450.00
20' x 48" Metal Gates	10	only	200.00	2,000.00
Loose Riprap	1,300	cu. yds.	5.00	6,500.00
Coarse Crushed Material in Base	5,480	cu. yds.	3.00	16,440.00
3/4" - 0 Material in Base	1,000	cu. yds.	3.15	3,150.00
Sprinkling	1,340	cu. yds.	3.00	4,020.00

Temporary Detour Structure

Furnish Untreated Timber Piles	1,872	lin. ft.	1.10	2,059.20
Drive Timber Piles	56	only	66.00	3,696.00
Untreated Timber in Place	10	M-fbm	220.00	2,200.00
Untreated Trestle Superstructure	212	lin. ft.	95.00	20,140.00
				$739,796.70

Amount brought forward		$739,796.70
Seeding and Mulching	All Required	12,000.00
Flagging (57½% of Contractor's Cost)	All Required	1,000.00
Work by Consumers Power, Inc.	All Required	2,560.00
Adjustment of Farm Drains	All Required	2,000.00
Signing	All Required	2,000.00
	Subtotal	$759,356.70
	10% Engr. & Cont.	75,935.67
	Total	$835,392.37

Length of Roadway	6.865 Miles
Length of 8 Structures	0.041 Mile (Exceptions)
Total Length	6.906 Miles
Cost of Roadway per Mile	$121,688.61

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,600.00	$ 400.00
Roadway	$835,392.37	$771,400.00	$63,992.37
	$839,392.37	$775,000.00	$64,392.37

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

BELTS ROAD-LANE COUNTY LINE SECTION

Project No. I-5-4(19)204

Estimate of costs of work by the Consumers Power, Inc.

Labor		$ 888.30
Materials		2,053.64
Salvage Credit		376.13 cr.
		$2,565.81
	Use	$2,560.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(19)204

BELTS ROAD-LANE COUNTY LINE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 31, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 0010
Roadway (Sta. 2310+00 to Sta. 2674+61.46)

Clearing and Grubbing	All Required	$	$ 11,000.00
Removal of Bridge	All Required		2,500.00
Drainage Excavation, Unclassified	3,840 cu. yds.	2.50	9,600.00
Embankment in Place	1,186,000 cu. yds.	0.38	450,680.00
Furnishing and Placing Topsoil	4,600 cu. yds.	1.00	4,600.00
Finishing Roadbed and Slopes	All Required		10,000.00
12-inch Concrete Pipe	180 lin. ft.	2.25	405.00
15-inch Concrete Pipe	2,000 lin. ft.	3.00	6,000.00
18-inch Concrete Pipe	7,060 lin. ft.	4.00	28,240.00
24-inch Concrete Pipe	1,200 lin. ft.	5.50	6,600.00
30-inch Concrete Pipe	2,680 lin. ft.	7.00	18,760.00
36-inch Concrete Pipe	1,300 lin. ft.	9.00	11,700.00
42-inch Concrete Pipe	1,460 lin. ft.	12.00	17,520.00
15-inch Culvert End Sections	60 only	35.00	2,100.00
18-inch Culvert End Sections	80 only	40.00	3,200.00
24-inch Culvert End Sections	2 only	60.00	120.00
30-inch Culvert End Sections	16 only	85.00	1,360.00
36-inch Culvert End Sections	4 only	130.00	520.00
42-inch Culvert End Sections	4 only	200.00	800.00
Class "A" Concrete	740 cu. yds.	50.00	37,000.00
Metal Reinforcement	104,000 lbs.	0.14	14,560.00
Type 2 Fence	6,600 rods	5.50	36,300.00
20' x 48" Metal Gates	16 only	125.00	2,000.00
Loose Riprap	1,300 cu. yds.	3.00	3,900.00
Coarse Crushed Material in Base	5,480 cu. yds.	2.50	13,700.00
3/4" - 0 Material in Base	1,000 cu. yds.	2.75	2,750.00
Sprinkling	1,340 cu. yds.	3.00	4,020.00

Temporary Detour Structures

Furnish Untreated Timber Piles	1,872 lin. ft.	$ 0.90	$ 1,684.80
Drive Timber Piles	56 only	60.00	3,360.00
Untreated Timber in Place	10 M-FBM	250.00	2,500.00
Untreated Trestle Superstructure	212 lin. ft.	60.00	12,720.00
			$720,199.80

Seeding and Mulching	All Required	12,000.00
Flagging (57½% of Contractors' Cost)	All Required	1,000.00
Work by Consumers Power Line	All Required	1,500.00
Adjustment of Farm Drains	All Required	2,000.00
Signing	All Required	2,000.00
	Subtotal	$738,699.80
	10% Engr. & Cont.	73,869.98
	Total	$812,569.78

Length of Roadway	6.865 Miles	
Length of 8 Structures	0.041 Mile	(Exception)
Total Length	6.906 Miles	
Cost of Roadway per Mile	$118,364.13	

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 4,000.00	$ 3,600.00	$ 400.00
Roadway	812,569.78	750,400.00	62,169.78
	$816,569.78	$754,000.00	$62,569.78

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting Consumers Power, Inc., facilities on the Belts Road - Lane County Line Section of the Pacific Highway in Linn County, Project No. I-5-4(19)204:

1. Copies of Assist. Counsel's letter which establishes the obligation of the State to reimburse the Company for moving portions of its facilities.

2. Copies of the company's estimate covering the portions of its facilities on private property.

3. Sketches of the facilities to be moved.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.2

September 8, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(~~20~~ 17)204, Revision of
Consumers Power, Inc. facilities easterly
of Sta. 2317+00, Priceboro County Road,
(Sta. 2491+45) and Mt. Tom Lane (Sta. 2622+
50), Belts Road-Lane County line Section of
the Pacific Highway.

Dear Sir:

We have received and approved the estimate and agreement with Consumers Power, Inc. covering the above described work.

This letter will constitute your authority to proceed with the described work as of this date under the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

A

RECEIVED
MAR 24 1959
FOR FILING

5369

Department of Commerce
Bureau of Public Roads
Division Eight

C
O
P
Y

When replying, refer to
08-35.5

March 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Consumers Power Inc., Utility adjustments
Pacific Highway, South Albany to
McKenzie River

Dear Sir:

The supporting data submitted with your letters of Feb. 5th, 25th, and March 13, 1959, confirmed the fact that Consumers Power Inc., did comply with the provisions of Section 6 of PPM 30-4 in contracting part of their utility adjustments, with the exception of requesting prior approval from the State and Bureau. It therefore has been administratively agreed that the contract work is eligible for Federal participation, subject to the usual final audit of costs. This work has previously been authorized.

It is not the usual policy of this office to approve delayed submissions of this nature, but in this case, it is considered justified due to the fact that the oversight for requesting approval of contracting by the Utility was unintentional and your office was not aware of the contract work until the first billing was received.

We are pleased to note that you have corrected your procedure to control such omissions in the future.

The above contract work covers the following Federal-aid projects:

I-5-4(14)228	Contract	5170
I-5-4(16)215	"	5207 & 5208
I-5-4(18)211	"	5293
I-5-4(19)204	"	5329
I-5-4(20)198	"	5339

Very truly yours,

/s/ C. G. Polk
C. G. Polk
Division Engineer

RECEIVED
MAR 25 1959
FOR FILING

I-5-4(19)204

5329

March 13, 1959

C
O
P
Y

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to the verbal request of Mr. Pike for additional information in connection with utility work by Consumers Power on various projects on the Pacific Highway south of Albany we are enclosing three copies of the letter from the Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:bb

A

RECEIVED
FEB 26 1959
FOR FILING

I-5-4(19)204

5329

February 25, 1959

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to the verbal request of Mr. Pike to Mr. Baker, for additional information regarding bids received by Consumers Power, Inc., for contract work on their power lines between Albany and the McKenzie River, we are enclosing three copies of analysis of bids received prepared by the Company.

Projects involved in the power line adjustments are:

Contract No.	Section	Project
5170	Santiam Jct.-Lebanon Road	I-5-4(14)228
5277	Saddle Butte-Twin Buttes	I-5-4(16)215
5276	Lebanon Road-Saddle Butte	I-5-4(16)221
5288	Twin Buttes-Delta Road	I-5-4(16)211
5329	Delta Road-Lane Co. Line	I-5-4(19)204
5309	Lane Co. Line-McKenzie River	I-5-4(23)198

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
MAR 25 1959
FOR FILING

IS-4(9)204
5329

February 5, 1959

COPY

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Construction of the Pacific Highway Freeway in Linn and Lane Counties requires moving and adjusting of power lines and facilities of the "Consumers Power Inc." This organization is a rural electric cooperative system which has made use of federal financing under provisions of the Rural Electrification Act of 1936 as amended. As the lines and facilities of this cooperative are situated on their own right of way, it becomes the obligation of the state to pay the cost of necessary moves and adjustments.

Under terms of your Policy and Procedure Memorandum 30-4 dated December 31, 1957, the state is entitled to federal reimbursement in the proper ratio for its expense in such work, providing the specified regulations are followed. As far as I can ascertain the provisions of the PPM were complied with, with the exception that a portion of the work done by the cooperative was done by a contract which did not have the prior approval of the State and the B.P.R. In this instance the work was accomplished under a so-called continuing contract which is the manner by which all of the cooperative's construction is undertaken. The state had no knowledge that the work was being contracted until the first billing was received a few weeks ago.

The power line moves and adjustments involve the following contracts:

Cont. No.	Section	Project	Est. to Move Power Lines	Date of BPR Approval to Proceed with Power Line Moves
5170	Santiam Jct.-Lebanon Rd.	I-5-4(14)228	$ 1,265	5-7-58
5207	Saddle Butte-Twin Buttes	I-5-4(16)215	1,870	8-22-58
5208	Lebanon Rd.-Saddle Butte	I-5-4(16)215	1,444	8-21-58
5293	Twin Buttes-Belts Rd.	I-5-4(18)211	216	8-22-58
5329	Belts Road-Lane Co. Line	I-5-4(20)204	911	9-8-58
5339	Linn Co. Line-McKenzie R.	I-5-4(20)198	19,946	10-6-58

We are enclosing herewith a copy of the cooperative's contract, a copy of the three lowest bids that were received and a letter of justification from the cooperative giving their reasons for handling the work in this manner.

It is requested that you review this matter and advise us as to whether or not we can expect Bureau participation because of this unintentional oversight. For your information we have altered our procedures so as to control this type of thing in the future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
FEB 2 1959
FOR FILING
I-5-4 (19) 204

5329

Salem, Oregon
January 30, 1959

Mr. J. D. Walker
Division Engineer
OFFICE

To assist in an attempt to collect federal aid in the cost of borrow pits acquired by the State between Albany and the Lane County Line, please provide us with approximate estimates of the quantities of borrow materials to be taken from the pits listed below:

Lebanon Road-Saddle Butte Section Contract No. 5206
    Jenks Pit-West side of highway, Stations 1472 to 1498
    North Area of Saddle Butte Pit, Stations 1722 to 1735

Saddle Butte-Twin Buttes Section Contract No. 5207
    South Area of Saddle Butte Pit, Stations 1740 to 1760
    Courtney Creek Pit, both sides of highway, Station 1960

Twin Buttes-Belts Road Section Contract No. 5293
    Quimby Pit, West of highway, Stations 2120 to 2146
    Pit on east side of highway, Stations 2186 to 2199+50
    Pit on east side of highway, Stations 2199+50 to 2225

Belts Road-Lane Co. Line Section Contract No. 5329
    Glaser Pit, West side of highway, Stations 2410 to 2437

Please indicate in each case whether quantities are excavation measure or embankment measure. If they are embankment measure quantities please give an estimate of probable percentage of shrinkage.

S. H. Probert
Office Engineer

SHP:bb

cc: Tom Edwards

RECEIVED

FOR FILING

-5-4(19)204

5329 When replying, Refer to
08-35.4

January 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(19)204
Belts Road-Lane Co. Line Section,
Pacific Highway. Order for State
Force work dated December 11, 1958
Seeding, mulching and fertilizing

Dear Sir:

Reference is made to your letter dated December 24, 1958 concerning subject order.

We are approving the use of State Force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Orig to District

NOTED

RECEIVED
DEC 29 1958
FOR FILING

I-5-4(19)204

5329

December 24, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and mulching on the Belts Road-Lane Co. Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $9,475.00, with Federal participation of $8,525.00.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

A

FORM 2-12

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 15 1958
FOR FILING

5-11-12-31

5329

Oct. 14, 1958

Ray L. Houck & Sons &
Roy L. Houck Sons' Corp.
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5329, awarded Sept. 23, 1958, for grading on the Beltz Road-Lane County Line Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 8 1958
FOR FILING

I-5-4(19)204

5329

October 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County, Contract No. 5329, in connection with Federal Aid Project No. I-5-4(19)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Enclosures

DBP:lmw

RECEIVED
OCT 2 1958
FOR FILING

I 5-4 (19) 204

5329

October 2, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 9, 1958, on Contract No. 5329, Belts Road-Lane County Line Section, in Linn County, in connection with Federal Aid Project No. I-5-4(19)204.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

RECEIVED
SEP 23 1958
FOR FILING

September 23, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corporation
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, accepted your proposal for grading and bridge construction on the Belts Road-Lane County Line Section of the Pacific Highway in Linn County for the sum of $739,796.76 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5329.

Contract forms are now beingprepared in this office and will be mailed to you shortly for execution.

This confirms our telephone conversation of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant
Pacific Builder & Engineer, Inc.
Seattle, Washington
Mr. Lowell Richards
c/o Daily Journal of Commerce

NOTED
J. Mc C.

RECEIVED
SEP 25 1958
FOR FILING
OREGON DISTRICT
I-5-4(19)204
5329

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0

September 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project I-5-4(19)204, Belts Road-Lane County Line Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 5329 to Roy L. Houck & Sons and Roy L. Houck Sons Corporation of Salem, Oregon, low bidder in the amount of $739,796.70 at the August 26, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
SEP 24 1958
FOR FILING

[illegible]

5229

September 23, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and bridge construction work on the Belts Road-Lane County Line Section of the Pacific Highway (Interstate Route 5) in Linn County, Project I-5-4(19)204, to Roy L. Houck & Sons & Roy L. Houck Sons' Corp. of Salem, Oregon, on the basis of the bid of $739,796.70 submitted on August 26, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

R

RECEIVED
SEP 10 1958
FOR FILING

I-5-4(19)204

5329

September 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting Consumers Power, Inc., facilities on the Belts Road - Lane County Line Section of the Pacific Highway in Linn County, Project No. I-5-4(19)204:

1. Copies of Assist. Counsel's letter which establishes the obligation of the State to reimburse the Company for moving portions of its facilities.

2. Copies of the company's estimate covering the portions of its facilities on private property.

3. Sketches of the facilities to be moved.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:maj

RECEIVED
AUG 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I-5-4(19) 204
5329

August 13, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak
Portland 4, Oregon

Re: Pacific Telephone and Telegraph Co.
Telephone Line Adjustments
Belts Road-Lane County Line Section
Pacific Highway
Linn County

Gentlemen:

Bids on the above titled project will be received as soon as the present unsettled conditions in the heavy construction industry have reached some sort of a satisfactory solution permitting the Highway Commission to receive competitive bids on a basis of known labor cost factors. Certain of your facilities on the project must be adjusted in order to accommodate the highway construction, and it is requested that you proceed with the work as soon as practicable.

The adjustment involves lines crossing the freeway near Engineer's Stations 2317+50 (contact on power poles), 2490+50, and 2623+00. These facilities are on county roads so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. S. F. Walters, Box 324, Albany, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. J. D. Walker
Mr. F. W. Farrar
Mr. S. F. Walters

NOTED
FORREST COOPER

RECEIVED
13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 20M 3-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
AUG 19 1958
FOR FILING
I-5-4(19)204.
5329

August 13, 1958

Consumers Power, Inc.
2100 North Ninth Street
Corvallis, Oregon

Re: Consumers Power, Inc.
Power Line Adjustments
Belts Road-Lane County Line
Pacific Highway
Linn County

Gentlemen:

Bids on the above titled project will be received as soon as the present unsettled conditions in the heavy construction industry have reached some sort of a satisfactory solution permitting the Highway Commission to receive competitive bids on a basis of known labor cost factors. Certain of your facilities on the project must be adjusted in order to accommodate the highway construction, and it is requested that you proceed with the work as soon as practicable.

The adjustments are as follows:

A service pole easterly of the new highway near Station 2317+00 must be removed. This pole was placed on private property.

A power line crossing the new highway near Station 2317+50 must be adjusted to provide vertical and horizontal clearance over the freeway. This line is apparently on county road right of way.

A line crossing the new highway near Station 2489+60 must be relocated to allow the construction of an undercrossing. The existing facility is on private property under the terms of an unrecorded easement dated April 15, 1940.

A line crossing the new highway near Station 2622+50 must be adjusted to provide vertical and horizontal clearance over the freeway. This facility is on private property under the terms of an unrecorded easement dated November 20, 1944.

NOTED
FORREST COOPER

As to the facility which is located near Station 2317+50, it will be your obligation to make this adjustment without reimbursement. As to the facilities which are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordanse with circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958, sent to you, to which there was attached a copy of Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads authority to proceed with the work and to bill the Highway Commission will be sent to you.

Further details of the work may be secured from Mr. S. F. Walters, Box 324, Albany, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. S. F. Walters
Mr. F. W. Farrar
Mr. J. D. Walker

RECEIVED
AUG 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1958
FOR FILING
I-5-4(19)204

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

5329 When replying, refer to
08-35.4

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon project I-5-4(19)204

Dear Sir:

We have today reviewed the P. S. and E. documents for Oregon project I-5-4(19)204, grading on the Belts Road - Lane County Line section of the Pacific Highway.

This review shows a large mileage of frontage road along the east side of the project for which we have requested justification.

We have been verbally informed that justification for that portion of frontage road lying between Sta. 2490 and 2623 cannot be furnished, but that the remaining mileage can be justified.

Accordingly, approval of the P. S. and E. documents, with authorization to advertise, is contingent upon deletion from the plans of the above mentioned section of frontage road, together with the accompanying fencing, culverts, and structures, and is also subject to the review of justification of the remaining frontage roads when received.

Concurrence in award will be witheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
AUG 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Copies to Edwards
Probert

file

When replying, refer to:
08-35.3-0

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The projects involving participation in the 1956 Act Federal-aid Interstate funds, as listed in Stages 1 and 2 of the twenty-second program, submitted with your letter of July 28, 1958, were approved by our Regional office effective August 1, 1958.

The Stage 1 project included in the program (Item 93) covers the preliminary engineering and construction phases on 0.5 miles of roadway and bridges at a total estimated cost of $2,430,000, with no Federal funds requested at this time. Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

The Stage 2 project (Item 94), as approved, covers improvements on 6.91 miles of roadway at a total estimated cost of $979,000. Available 1956 Act Federal-aid Interstate funds have been reserved for this project in the amount of $900,600. The unprogramed balance of the funds, according to our records of this date, is $54,236,204.

The above actions are with the understanding that all work will be in full conformance with the provisions of PPM 20-4.

You may proceed with the phases of each project listed as follows:

Item No.	Project No.	Project	Authorization Dates PE	Authorization Dates ROW
93	I-5-4(--)206	Santiam Jct.-Lane Co. Line	8-4-58	--
94	I-5-4(19)204	Belts Road-Lane Co. Line	8-4-58	--

Orig to Probert
Copy to Edwards

On July 30, 1958, we requested additional justification for construction of the frontage roads associated with Item 94. Our Regional office has also requested justification, in their approval letter, for construction of the frontage road between Priceboro Road and Mt. Tom Lane. Prior to our authorization to advertise for bids on this project, it is necessary that this office review and approve the construction of this frontage road as compared to acquiring the access rights outright.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED

FILING

[illegible]

File

08-35.2

52-7

July 30, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-5-4(19)204

Dear Sir:

Preliminary review of the plans for the Belts Road-Lane County Line section of the Pacific Highway show a substantial mileage of frontage road to be constructed along the east side of the highway.

In addition to the frontage roads shown on the 108(d) estimate, 133 stations have been added between Priceboro road (Sta. 2490) and Mt. Tom lane (Sta. 2623).

Please furnish justification for all frontage road mileage included in this project.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Edwards

DS-297(3) 122nd Ave.-136th Ave. Sec. 1958
of N.E. Glisan St. , Portland
#5330 (Grad. & Paving)

A

RECEIVED
MAR [illegible] 1960

BA 297(3)

5330

March 25, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

State Highway contract #5330 for grading-paving the 122nd Ave.-136th Ave. Section of NE Glisan Street (Portland) in Multnomah County was completed by the contractor, Warren Northwest, Inc., on November 4, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $3,477.32 will be released to the contractor on or after April 4, 1960. The total contract amount is $115,910.55, of which amount $1,164.18 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
FEB - 3 1960

FOR FILING

[illegible]

5330

February 3, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5330 for grading-paving the 122nd Ave.-136th Ave. Section of NE Glisan Street (Portland) in Multnomah County.

This payment, in the amount of $11,450.82, will be released to contractor on or after February 13, 1960. The retained percentage is $3,477.32.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Federal Insurance Co.,
Hodgern Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

A

RECEIVED
NOV 12 1959
FOR FILING
DB-297(3)

5330

November 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 4, 1959, on Contract No. 5330, 122nd Ave.-136th Ave. Section, in Multnomah County, in connection with Federal Aid Project No. DB-297(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

Form E-1—(Rev.)—10M—2-50

IDS-277(3)
5330

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 31, 1959

Section 122nd Ave. - 136th Ave.

Kind of work Grading & Paving

Highway N. E. Glisan St. County Multnomah

Section prefix 526-1017

Contractor Warren Northwest Inc.

Contract number 5330

Date of contract Sept. 25, 1958

Specified work days 90

Date work started May 21, 1959

Work days used 87

Project authorization $119,381.43

Exclusive of engineering $119,381.43

Per cent of time elapsed 97 %

Estimated cost of completed project, exclusive of engineering $119,381.43

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 98 %

Engineering authorization $ To be done by County

Engineering cost to date $, %

Date project was completed , 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
	100	100	98	100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All work is completed with the exception of installing the pipe handrail.

Material for this item not available due to the steel strike.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
NOV 2 1959
NOTED-- EyB
CE ACE ACE CCE

Signed

Address 2115 S. E. Morrison St., Portland, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.65	0.65		0.65	0.65
Miles partially completed					
Miles completed	0.65	0.65		0.65	0.65
Total estimated quantities (contract)	18,000	17,960		40	5500
Total quantities corrected to date	16,500	19,860		42	5323
Estimated quantities moved or placed to date	16,500	19,860		42	5323
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Showers		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Fair		
Friday	Fair		
Saturday			

A

RECEIVED
MAY 22 1959
FOR FILING
DS-297(3)
5330

May 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on May 21, 1959, on Contract No. 5330, 122nd Ave.-136th Ave. Section, in Multnomah County, in connection with Federal Aid Project No. DS-297(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

FORM 2-123 5M 4-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER

FORREST COOPER
DEPUTY STATE HWY. ENGR.

LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
OCT 14 1958
FOR FILING

UI-297(3)

5330

Oct. 13, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5330, awarded Sept. 25, 1958, for grading and paving on the 122nd Ave.-136th Ave. Section of N. E. Glisan Street in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-297(3)

122nd Avenue-136th Avenue Section of

N. E. GLISAN STREET IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 29, 1958

Type Code 6201
Roadway (Sta. 81+92 to Sta. 116+00)(Contract No. 5330)

Removal of Curbs	450	lin. ft.	$ .42	$ 189.00
Removal of Walks and Driveways	580	sq. yds.	.42	243.60
Drainage Excavation, Unclassified	20	cu. yds.	3.00	60.00
General Excavation, Unclassified	18,000	cu. yds.	.80	14,400.00
Structural Excavation, Unclassified	280	cu. yds.	2.00	560.00
Class "A" Concrete in Walks & Stairways	140	cu. yds.	51.00	7,140.00
Metal Reinforcement in Walks and Stairways	9,200	lbs.	.14	1,288.00
Pipe Handrail	160	lin. ft.	5.00	800.00
Finishing Roadbed and Slopes	0.65	mile	750.00	487.50
8-inch Sewer Pipe	90	lin. ft.	1.75	157.50
Concrete Catch Basins	16	only	67.50	1,080.00
Concrete Sumps	16	only	235.00	3,760.00
Concrete Curbs	200	cu. yds.	36.00	7,200.00
Concrete Driveways	740	sq. yds.	4.00	2,960.00
Concrete Walks	200	sq. yds.	3.00	600.00
Coarse Crushed Material in Base	15,800	tons	1.90	30,020.00
3/4" - 0 Material in Base	2,160	tons	2.25	4,860.00
3/4" - 0 Material in Walks	380	tons	3.00	1,140.00
1/4" - 0 Material in Walks	140	tons	3.00	420.00
Sprinkling	400	M-gals.	2.25	900.00
Preparation of Base	0.65	mile	500.00	325.00
3/4" - 0 Material in Binder Course	370	tons	3.00	1,110.00
RC-3 Asphalt	40	tons	39.00	1,560.00
Class "B" Asphaltic Concrete	5,500	tons	5.75	31,625.00
Class "C" Asphaltic Concrete	36	tons	10.00	360.00
Setting Monument Boxes	1	only	20.00	20.00
				$113,265.60
Flagging (57½% of Contractor's Cost)	All	Required		750.00
		Subtotal		$114,015.60
		10% Engr. & Cont.		11,401.56
		Total		$125,416.16

Length of Roadway 0.645 Mile
Cost of Roadway per Mile $194,443.65

Federal "DS" Funds	$ 82,000.00
Federal "LS" Funds	18,000.00
State Funds	5,000.00
County Funds	20,416.16
	$125,416.16

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

Funds for Maint: Chap. 529, laws 1939.

__Note:__ Necessary funds have been deposited by Multnomah County with the Highway Department.

RECEIVED
OCT 20 1958
FOR FILING

Au 297 (3)

5330

A

September 25, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, accepted your proposal for grading and paving on 122nd Ave. - 136th Ave. Section of N. E. Glisan Street at Portland in Multnomah County for the sum of $113,490.60 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5330.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce

NOTED
J. Mc C.

ECE

C SERVICE

Check the class of service desired,
otherwise this message will be
sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

S
S
E

WESTERN UNION TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired;
otherwise the message will be
sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 25, 1958

Warren Northwest, Inc.
9860 N.E. Hancock Drive
Portland, Oregon

Contract for grading and paving 122nd Avenue-136th Avenue Section of N. E. Glisan Street at Portland in Multnomah County for which you submitted low bid on September 9, 1958, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
C. W. Head

RECEIVED
SEP [illegible] 1958
FOR [illegible]
[illegible]

[illegible] = 324

Salem, Oregon
September 17, 1958

FAS Project Agreement
122nd Ave.-136th Ave. Section
Multnomah County

Mr. C. G. Swenson
City & County Relations Dept. Engr.
Office

Attention: Mr. John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Multnomah County covering the 122nd Avenue-136th Avenue Section, FAS 638 in Multnomah County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Multnomah County.

Secretary

rn
Attach: 5

RECEIVED
SEP 18 1958
FOR FILING
[illegible]
5330

September 17, 1958

Board of County Commissioners
Multnomah County
Court House
Portland, Oregon

Gentlemen:

We are enclosing for the records and files of Multnomah County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Multnomah County covering the 122nd Avenue and 136th Avenue Section, FAS 638.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

RF-124(15) Hunter Cr.-Buena Vista 1958
Wayside Sec. of Oregon
#5331 Coast Hwy. (Grad. & Pav.)

RECEIVED
JAN 3 - 1967

BF-124 (15)

December 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of final voucher for each of the following bond-financed Federal-aid Projects:

BF-124(15)	Hunter Cr.-Buena Vista Wayside Section	$ 5,717.94
BF-140(9)	N.Unit, Elbow Lake-Gardiner Section	447,897.41
BF-320(4)	Chemult-Beaver Marsh Section	282,719.13

These vouchers are being submitted for advance reimbursement in accordance with paragraph 2-c of PPM 21-9 to aid in the retirement of bonds which will mature and be paid on March 1, 1967. The bonds maturing at that date will cover these projects in addition to bond-financed projects submitted to you for reimbursement previously.

With the exception of project BF-124(15), no previous reimbursement has been made or requested for these projects. In the case of BF-124(15) this project was previously submitted on August 17, 1966 as a progress voucher for partial reimbursement.

With reference to audit report 64-835-41, 65-835-12, concerning preliminary engineering, and our reply of Sept. 18, 1964; we wish to have project BF-124(15) paid in the amount as submitted without further claims on our part.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:bb

cc: R. L. Porter
F. B. Klaboe
R. W. Chase
C. H. Maison

1

RECEIVED
JAN 3 - 1967

BF-124 ([illegible])

[illegible]

December 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of final voucher for each of the following bond-financed Federal-Aid Projects:

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BF-140(9)	N.Unit, Elbow Lake-Gardiner Section	447,897.41
BF-320(4)	Chemult-Beaver Marsh Section	282,719.13

These vouchers are being submitted for advance reimbursement in accordance with paragraph 2-c of PPM 21-9 to aid in the retirement of bonds which will mature and be paid on March 1, 1967. The bonds maturing at that date will cover these projects in addition to bond-financed projects submitted to you for reimbursement previously.

With the exception of project BF-124(15), no previous reimbursement has been made or requested for these projects. In the case of BF-124(15) this project was previously submitted on August 17, 1966 as a progress voucher for partial reimbursement.

With reference to audit report 64-835-41, 65-835-12, concerning preliminary engineering, and our reply of Sept. 18, 1964; we wish to have project BF-124(15) paid in the amount as submitted without further claims on our part.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CL:bb

cc: R. L. Porter
F. B. Klaboe
R. N. Chase
G. H. Maison

STATE COPY

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SEP 2 1 1965
FOR FILING

FC PR-2A
(8 1-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-10-65

Project report number	BF-124 (15)
	12
State	Oregon
County	Curry
Project number	BF-124(15)

533 The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on April 7, 19 59, is hereby modified as follows:

Revised estimated total cost of project $ ________

Revised Federal funds $ ________

Other revisions

Modified to identify the bond issues for this project.

(See sheet attached).

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of September, 19 65.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M J Klaboe

Assistant State Highway Engineer
(Title)

By ________

____
(Title)

By ________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By LRBacklund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P58

BOND ISSUES

State Funds for Const.:	Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
Bond Indebtedness Laws:	Chap. 491, Laws 1951; Chap. 20, Laws 1953; Chap. 22, Laws 1957; Chap. 354, Laws 1957.
State Funds for Maint.:	Chap. 529, Laws 1939.

Oregon Laws Chap. 491, Laws 1951

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

Oregon Laws Chap. 20, Laws 1953

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$32,000,000	Sept. 1, 1953	Sept. 1, 1954

Oregon Laws Chap. 22, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$ 8,000,000	Nov. 1, 1957	Nov. 1, 1960

Oregon Laws Chap. 354, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$12,600,000	Nov. 1, 1957	Nov. 1, 1960

July 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending four copies of revised estimate as a basis for modification of Project Agreement to include the bond maturity dates and amounts for the Hunter Creek-Buena Vista Wayside Section, Project No. BF-124(15).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: C. H. Maison

DAR:cd

Oregon State Highway Department

Federal-Aid
Project No. F-124(15)

HUNTER CREEK-BUENA VISTA WAYSIDE SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Revised estimate as a basis for modification of project agreement to include the bond maturity dates and amounts. Based on low bid prices.)

Salem, Oregon, July 27, 1965

Type Code P. E.

Preliminary Engineering	All	Required		$	20,000.00

Type Code 6201
Roadway (Sta. 77+00 to Sta. 149+00)(Contract No. 5331)

Clearing and Grubbing	All	Required		$	10,000.00
Drainage Excavation, Unclass.	1,400	cu.yd.	2.50		3,500.00
Embankment Foundation Excavation, Unclass.	30,000	cu.yd.	0.50		15,000.00
General Excavation, Unclass.	374,000	cu.yd.	0.45		168,300.00
Short Overhaul	1,310,000	yd.sta.	0.01		13,100.00
Long Overhaul	19,000	C-yd.sta.	0.70		13,300.00
Finishing Roadbed and Slopes	1.30	miles	1000.00		1,300.00
Rounding Cutbanks	4,500	l.ft.	0120		900.00
18-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	620	l.ft.	5.30		3,286.00
24-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	300	l.ft.	7.80		2,340.00
36-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	130	l.ft.	14.50		1,885.00
18-inch Concrete Pipe	40	l.ft.	5.00		200.00
24-inch Concrete Pipe	20	l.ft.	8.00		160.00
8-inch Perforated Metal Drain Pipe	5,800	l.ft.	2.00		11,600.00
Special Backfill in Drains	1,100	cu.yd.	6.00		6,600.00
36-inch Asbestos Portected Elliptical-Inlets	1	only	150.00		150.00
Metal Guard Rail	8,500	l.ft.	2.90		24,650.00
Metal Sight Posts	20	only	5.00		100.00
Type 2 Fence	160	rods	7.00		1,120.00
14' x 48" Metal Gate	3	only	85.00		255.00
Coarse Crushed Material in Base	36,000	tons	1.40		50,400.00
3/4" - 0 Material in Base	6,300	tons	1.60		10,080.00
Sprinkling	1,200	M-gals.	3.00		3,600.00
Preparation of Base	1.30	miles	300.00		390.00
3/4" - 0 Material in Binder Course	520	tons	3.50		1,820.00
Furnishing and Placing Aggregates	710	tons	4.00		2,840.00
RC-3 Asphalt	60	tons	53.50		3,210.00
120-150 Asphalt	50	tons	52.00		2,600.00
RS-1 Asphalt	14	tons	60.00		840.00

Asphaltic Concrete Mixture	7,600 tons	4.50	$ 34,200.00
85-100 Asphalt in Mixture	460 tons	41.00	18,860.00
			$ 406,586.00
Seeding and Mulching	All Required	L.S.	$ 3,500.00
Slide Removal	All Required		20,000.00
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Signing	All Required		1,600.00
Work by West Coast Telephone Co.	All Required		5,800.00
	Subtotal		$ 442,486.00
	10% Engr. & Cont.		44,248.60
	Total		$ 486,734.60

Type Code X021
Hunter Creek Bridge (Sta. 103+70 to Sta. 107+30)(Contract No. 5305)

Shoring, Cribbing, Etc.	All Required		$ 19,500.00
Structural Excavation	800 cu.yd.	6.00	4,800.00
Furnishing Steel Piling	1,085 l.ft.	5.00	5,425.00
Drive Steel Piles	14 only	85.00	1,190.00
Furnish Timber Piling	6,160 l.ft.	0.70	4,312.00
Drive Timber Piles	168 only	42.00	7,056.00
Class "A" Concrete	1,163 cu.yd.	69.00	80,247.00
Seal Concrete	205 cu.yd.	38.00	7,790.00
Metal Reinforcement	268,000 lbs.	0.136	36,448.00
Pipe Parapet Rail	720 l.ft.	6.00	4,320.00
8-inch Metal Drain Pipe	70 l.ft.	4.00	280.00
	Subtotal		$ 171,368.00
	10% Engr. & Cont.		17,136.80
	Total		$ 188,504.80

Length of Roadway - - - - - - - - - - - - 1.296 miles
Length of 1 Structure - - - - - - - - - - 0.068 mile
Total Length - - - - - - - - - - - - 1.364 miles
Cost of Roadway per mile - - - - - - - - $375,566.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 12,000.00	$ 8,000.00
Roadway	486,734.60	301,000.00	185,734.60
Structure	188,504.80	116,000.00	72,504.80
	$695,239.40	$429,000.00	$266,239.40

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

Bond Indebtedness Laws: Chap. 491, Laws 1951; Chap. 20, Laws 1953; Chap. 22, Laws 1957; Chap. 354, Laws 1957.

State Funds for Maint: Chap. 529, Laws 1939.

Oregon Laws Chap. 491, Laws 1951

Issue	Amount	Date of Issue	Beginning Date of Maturities
First	$15,000,000	Oct. 1, 1951	Oct. 1, 1952
Second	15,000,000	Mar. 1, 1952	Mar. 1, 1953
Third	10,000,000	Mar. 1, 1953	Mar. 1, 1954

Oregon Laws Chap. 20, Laws 1953

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$32,000,000	Sept. 1, 1953	Sept. 1, 1954

Oregon Laws Chap. 22, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$8,000,000	Nov. 1, 1957	Nov. 1, 1960

Oregon Laws Chap. 354, Laws 1957

Issue	Amount	Date of Issue	Beginning Date of Maturities
only	$12,600,000	Nov. 1, 1957	Nov. 1, 1960

HUNTER CREEK-BUENA VISTA WAYSIDE SECTION

Project No. HF-124(15)

Estimated Costs of Work by the West Coast Telephone Co.

Labor	$4,600.00	
Materials	1,830.00	
Salvage Credit	620.00	Credit
	$5,810.00	
Use	$5,800.00	

5331

RECEIVED
1959
4-48
FOR FILING

Monthly Transaction No.	For -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. BF-124 (15) **8**	**FEDERAL-AID PROJECT AGREEMENT**	County **Curry**
		Project No. **BF-124(15)**

5331

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

City Limits, Gold Beach south, approx. 1.4 miles
(Hunter Creek-Buena Vista Wayside), on U.S. 101

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	5-21-57	-------
Rights-of-Way		
Construction	8-4-58	1.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 695,239.00	Federal funds $ 429,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **April 7, 1959**

April 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Hunter Creek-Buena Vista Wayside Section, Project No. BF-124(15).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Hunter Creek-Buena Vista Wayside Section, Project No. BF-124(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

Oregon State Highway Department

Federal Aid
Project No. BF-124(15)

HUNTER CREEK-BUENA VISTA WAYSIDE SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 26, 1959

Type Code P. E.

Preliminary Engineering	All	Required		$20,000.00

Type Code 6201
Roadway (Sta. 77+00 to Sta. 149+00) (Contract No. 5331)

Clearing and Grubbing	All	Required		$10,000.00
Drainage Excavation, Unclassified	1,400	cu. yds.	$ 2.50	3,500.00
Embankment Foundation Excavation, Unclassified	30,000	cu. yds.	.50	15,000.00
General Excavation, Unclassified	374,000	cu. yds.	.45	168,300.00
Short Overhaul	1,310,000	yd. stas.	.01	13,100.00
Long Overhaul	19,000	C-yd. stas.	.70	13,300.00
Finishing Roadbed and Slopes	1.30	miles	1,000.00	1,300.00
Rounding Cutbanks	4,500	lin. ft.	.20	900.00
18-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	620	lin. ft.	5.30	3,286.00
24-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	300	lin. ft.	7.80	2,340.00
36-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	130	lin. ft.	14.50	1,885.00
18-inch Concrete Pipe	40	lin. ft.	5.00	200.00
24-inch Concrete Pipe	20	lin. ft.	8.00	160.00
8-inch Perforated Metal Drain Pipe	5,800	lin. ft.	2.00	11,600.00
Special Backfill in Drains	1,100	cu. yds.	6.00	6,600.00
36-inch Asbestos Protected Elliptical Inlets	1	only	150.00	150.00
Metal Guard Rail	8,500	lin. ft.	2.90	24,650.00
Metal Sight Posts	20	only	5.00	100.00
Type 2 Fence	160	rods	7.00	1,120.00
14' x 48" Metal Gate	3	only	85.00	255.00
Coarse Crushed Material in Base	36,000	tons	1.40	50,400.00
3/4" - 0 Material in Base	6,300	tons	1.60	10,080.00
Sprinkling	1,200	M-gals.	3.00	3,600.00
Preparation of Base	1.30	miles	300.00	390.00
3/4" - 0 Material in Binder Course	520	tons	3.50	1,820.00
Furnishing and Placing Aggregates	710	tons	4.00	2,840.00
MC-3 Asphalt	60	tons	53.50	3,210.00
120-150 Asphalt	50	tons	52.00	2,600.00
RS-1 Asphalt	14	tons	60.00	840.00

Asphaltic Concrete Mixture	7,600	tons	$4.50	$34,200.00
85-100 Asphalt in Mixture	460	tons	41.00	18,860.00
				$406,586.00
Seeding and Mulching	All	Required		3,500.00
Slide Removal	All	Required		20,000.00
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Signing	All	Required		1,600.00
Work by West Coast Telephone Co.	All	Required		5,800.00
		Subtotal		$442,486.00
		10% Engr. & Cont.		44,248.60
		Total		$486,734.60

Type Code X021
Hunter Creek Bridge (Sta. 103+70 to Sta. 107+30)(Contract No. 5305)

Shoring, Cribbing, Etc.	All	Required		$19,500.00
Structural Excavation	800	cu. yds.	$6.00	4,800.00
Furnishing Steel Piling	1,085	lin. ft.	5.00	5,425.00
Drive Steel Piles	14	only	85.00	1,190.00
Furnish Timber Piling	6,160	lin. ft.	.70	4,312.00
Drive Timber Piles	168	only	42.00	7,056.00
Class "A" Concrete	1,163	cu. yds.	69.00	80,247.00
Seal Concrete	205	cu. yds.	38.00	7,790.00
Metal Reinforcement	268,000	lbs.	.136	36,448.00
Pipe Parapet Rail	720	lin. ft.	6.00	4,320.00
8-inch Metal Drain Pipe	70	lin. ft.	4.00	280.00
		Subtotal		$171,368.00
		10% Engr. & Cont.		17,136.80
		Total		$188,504.80

Length of Roadway	1.296 Miles
Length of 1 Structure	0.068 Mile
Total Length	1.364 Miles
Cost of Roadway per Mile	$375,566.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 12,000.00	$ 8,000.00
Roadway	486,734.60	301,000.00	185,734.60
Structure	188,504.80	116,000.00	72,504.80
	$695,239.40	$429,000.00	$266,239.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951;
Chap. 21, laws 1953; Chap. 22, laws 1957;
Chap. 354, laws 1957

State Funds for Maintenance: Chap. 529, laws 1939

HUNTER CREEK-BUENA VISTA WAYSIDE SECTION

Project No. RF-124(15)

Estimated Costs of Work by the West Coast Telephone Co.

Labor		$4,600.00
Materials		1,830.00
Salvage Credit		620.00 cr.
		$5,810.00
	Use	$5,800.00

Oregon State Highway Department

Federal Aid
Project No. BF-124(15)

HUNTER CREEK-BUENA VISTA WAYSIDE SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY.

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 30, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$ 20,000.00

Type Code 6201
Roadway (Sta. 77+00 to Sta. 149+00)

Clearing and Grubbing	All	Required		$ 12,000.00
Drainage Excavation, Unclassified	1,400	cu.yds.	$ 3.00	4,200.00
Embankment Foundation Excavation, Unclassified	30,000	cu.yds.	.60	18,000.00
General Excavation, Unclassified	374,000	cu.yds.	.45	168,300.00
Short Overhaul	1,310,000	yd.sta.	.0075	9,825.00
Long Overhaul	19,000	C-yd.sta.	.40	7,600.00
Finishing Roadbed and Slopes	1.30	miles	1,200.00	1,560.00
Rounding Cutbanks	4,500	lin.ft.	.20	900.00
18-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	620	lin.ft.	5.00	3,100.00
24-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	300	lin.ft.	7.50	2,250.00
36-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	130	lin.ft.	16.00	2,080.00
18-inch Concrete Pipe	40	lin.ft.	4.50	180.00
24-inch Concrete Pipe	20	lin.ft.	6.00	120.00
8-inch Perforated Metal Drain Pipe	5,800	lin.ft.	2.50	14,500.00
Special Backfill in Drains	1,100	cu.yds.	6.00	6,600.00
36-inch Asbestos Protected Elliptical Inlets	1	only	150.00	150.00
Metal Guard Rail	8,500	lin.ft.	3.00	25,500.00
Metal Sight Posts	20	only	4.00	80.00
Type 2 Fence	160	rods	5.50	880.00
14' x 48" Metal Gate	3	only	75.00	225.00
Coarse Crushed Material in Base	36,000	tons	1.30	46,800.00
3/4" - 0 Material in Base	6,300	tons	1.40	8,820.00
Sprinkling	1,200	M-Gal.	3.00	3,600.00
Preparation of Base	1.30	miles	250.00	325.00
3/4" - 0 Material in Binder Course	520	tons	2.50	1,300.00

Furnishing and Placing Aggregates	710 tons	$ 3.00	$ 2,130.00
RC-3 Asphalt	60 tons	48.00	2,880.00
120-150 Asphalt	50 tons	46.00	2,300.00
RS-1 Asphalt	14 tons	48.00	672.00
Asphaltic Concrete Mixture	7,600 tons	6.00	45,600.00
85-100 Asphalt in Mixture	460 tons	38.00	17,480.00
			$409,957.00
Seeding and Mulching	All Required		3,500.00
Slide Removal	All Required		20,000.00
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Signing	All Required		1,600.00
Work by Coos-Curry Electric Coop.	All Required		200.00
Work by West Coast Telephone Co.	All Required		900.00
	Subtotal		$ 441,157.00
	10% Engr. & Cont.		44,115.70
	Total		$ 485,272.70

Type Code X021
Hunter Creek Bridge (Sta. 103+70 to Sta. 107+30)

Shoring, Cribbing, etc.	All Required		$ 25,000.00
Structural Excavation	800 cu.yds.	$ 10.00	8,000.00
Furnishing Steel Piling	1,085 lin.ft.	5.00	5,425.00
Drive Steel Piles	14 only	90.00	1,260.00
Furnish Timber Piling	6,160 lin.ft.	1.00	6,160.00
Drive Timber Piles	168 only	70.00	11,760.00
Class "A" Concrete	1,012 cu.yds.	70.00	70,840.00
Seal Concrete	205 cu.yds.	35.00	7,175.00
Metal Reinforcement	268,000 lbs.	0.13	34,840.00
Pipe Parapet Rail	720 lin.ft.	4.00	2,880.00
8-inch Metal Drain Pipe	70 lin.ft.	4.00	280.00
	Subtotal		$ 173,620.00
	10% Engr. & Cont.		17,362.00
	Total		$ 190,982.00

Length of Roadway	1.296 miles
Length of 1 Structure........................	0.068 mile
Total Length.................................	1.364 miles
Cost of Roadway Per Mile.....................	$374,438.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 12,000.00	$ 8,000.00
Roadway	485,272.70	300,000.00	185,272.70
Structure	190,982.00	118,000.00	72,982.00
	$ 696,254.70	$ 430,000.00	$ 266,254.70

Oregon State Highway Department

Federal Aid
Project No. BF-124(15)

HUNTER CREEK-BUENA VISTA WAYSIDE SECTION OF

THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 18, 1958

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 20,000.00

Type Code 6201
Roadway (Sta. 77+00 to Sta. 149+00)

Clearing and Grubbing	All	Required	$	$ 12,000.00
Drainage Excavation, Unclassified	1,400	cu. yds.	3.00	4,200.00
Embankment Foundation Excavation, Unclassified	30,000	cu. yds.	0.60	18,000.00
General Excavation, Unclassified	374,000	cu. yds.	0.45	168,300.00
Short Overhaul	1,310,000	yd. sta.	0.0075	9,825.00
Long Overhaul	19,000	C-yd.sta.	0.40	7,600.00
Finishing Roadbed and Slopes	1.30	miles	1,200.00	1,560.00
Rounding Cutbanks	4,500	lin. ft.	0.20	900.00
18-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	620	lin. ft.	5.00	3,100.00
24-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	300	lin. ft.	7.50	2,250.00
36-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	130	lin. ft.	16.00	2,080.00
18-inch Concrete Pipe	40	lin. ft.	4.50	180.00
24-inch Concrete Pipe	20	lin. ft.	6.00	120.00
8-inch Perforated Metal Drain Pipe	5,800	lin. ft.	2.50	14,500.00
Special Backfill in Drains	1,100	cu. yds.	6.00	6,600.00
36-inch Asbestos Protected Elliptical Inlets	1	only	150.00	150.00
Metal Guard Rail	8,500	lin. ft.	3.00	25,500.00
Metal Sight Posts	20	only	4.00	80.00
Type 2 Fence	160	rods	5.50	880.00
14' x 48" Metal Gates	3	only	75.00	225.00
Coarse Crushed Material in Base	36,000	tons	1.30	46,800.00
3/4" - 0 Material in Base	6,300	tons	1.40	8,820.00
Sprinkling	1,200	M-gal.	3.00	3,600.00
Preparation of Base	1.30	miles	250.00	325.00
3/4" - 0 Material in Binder Course	520	tons	2.50	1,300.00
Furnishing and Placing Aggregates	710	tons	3.00	2,130.00
RC-3 Asphalt	60	tons	48.00	2,880.00
120-150 Asphalt	50	tons	46.00	2,300.00
RS-1 Asphalt	14	tons	48.00	672.00
Asphaltic Concrete Mixture	7,600	tons	6.00	45,600.00
85-100 Asphalt in Mixture	460	tons	38.00	17,480.00
				$409,957.00

Seeding and Mulching	All Required	$	$ 3,500.00
Slide Removal	All Required		20,000.00
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Signing	All Required		1,600.00
Work by Coos-Curry Electric Coop.	All Required		200.00
Work by West Coast Telephone Co.	All Required		900.00
	Subtotal		$441,157.00
	10% Engr. & Cont.		44,115.70
	Total		$485,272.70

Type Code X021
Hunter Creek Bridge (Sta. 103+70 to Sta. 107+30)

Shoring, Cribbing, Etc.	All Required	$	$ 25,000.00
Structural Excavation	800 cu. yds.	10.00	8,000.00
Furnishing Steel Piling	1,085 lin. ft.	5.00	5,425.00
Drive Steel Piles	14 only	90.00	1,260.00
Furnish Timber Piling	6,160 lin. ft.	1.00	6,160.00
Drive Timber Piles	168 only	70.00	11,760.00
Class "A" Concrete	1,163 cu. yds.	70.00	81,410.00
Seal Concrete	205 cu. yds.	35.00	7,175.00
Metal Reinforcement	268,000 lbs.	0.13	34,840.00
Pipe Parapet Rail	720 lin. ft.	4.00	2,880.00
8-inch Metal Drain Pipe	70 lin. ft.	4.00	280.00
	Subtotal		$184,190.00
	10% Engr. & Cont.		18,419.00
	Total		$202,609.00

Length of Roadway	1.296 Miles
Length of 1 Structure	0.068 Mile
Total Length.	1.364 Miles
Cost of Roadway Per Mile.	$374,438.81

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 12,000.00	$ 8,000.00
Roadway	485,272.70	300,000.00	185,272.70
Structure	202,609.00	125,000.00	77,609.00
	$707,881.70	$437,000.00	$270,881.70

FORM E-123-X 37.5M 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

March 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of the Assistant Counsels letters which describes required revisions of the West Coast Telephone Company's lines on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County, Project No. BF-124(15), and establishes the State's obligation to reimburse the Company for portions of the revisions.

Estimates and sketches provided by the Company are also attached. The estimate covers more revisions than the Assistant Counsels letter describes due to a change of alignment of the road connection at the North end of the project.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of FPM-30-4, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. BF-124(15)

HUNTER CREEK-BUENA VISTA WAYSIDE SECTION OF THE OREGON COAST HIGHWAY IN CURRY COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 10, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$20,000.00

Type Code 6201
Roadway (Sta. 77+00 to Sta. 149+00)(Contract No. 5331)

Clearing and Grubbing	All	Required		$10,000.00
Drainage Excavation, Unclassified	1,400	cu. yds.	$ 2.50	3,500.00
Embankment Foundation Excavation, Unclassified	30,000	cu. yds.	.50	15,000.00
General Excavation, Unclassified	374,000	cu. yds.	.45	168,300.00
Short Overhaul	1,310,000	yd. stas.	.01	13,100.00
Long Overhaul	19,000	C-yd. stas.	.70	13,300.00
Finishing Roadbed and Slopes	1.30	miles	1,000.00	1,300.00
Rounding Cutbanks	4,500	lin. ft.	.20	900.00
18-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	620	lin. ft.	5.30	3,286.00
24-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	300	lin. ft.	7.80	2,340.00
36-inch Asbestos Protected Corrugated Metal Pipe, Protected Invert	130	lin. ft.	14.50	1,885.00
18-inch Concrete Pipe	40	lin. ft.	5.00	200.00
24-inch Concrete Pipe	20	lin. ft.	8.00	160.00
8-inch Perforated Metal Drain Pipe	5,800	lin. ft.	2.00	11,600.00
Special Backfill in Drains	1,100	cu. yds.	6.00	6,600.00
36-inch Asbestos Protected Elliptical Inlets	1	only	150.00	150.00
Metal Guard Rail	8,500	lin. ft.	2.90	24,650.00
Metal Sight Posts	20	only	5.00	100.00
Type 2 Fence	160	rods	7.00	1,120.00
14' x 48" Metal Gate	3	only	85.00	255.00
Coarse Crushed Material in Base	36,000	tons	1.40	50,400.00
3/4" - 0 Material in Base	6,300	tons	1.60	10,080.00
Sprinkling	1,200	M-gals.	3.00	3,600.00
Preparation of Base	1.30	miles	300.00	390.00
3/4" -0 Material in Binder Course	520	tons	3.50	1,820.00
Furnishing and Placing Aggregates	710	tons	4.00	2,840.00
RC-3 Asphalt	60	tons	53.50	3,210.00

120-150 Asphalt	50	tons	$52.00	$ 2,600.00
RS-1 Asphalt	14	tons	60.00	840.00
Asphaltic Concrete Mixture	7,600	tons	4.50	34,200.00
85-100 Asphalt in Mixture	460	tons	41.00	18,860.00
				$406,586.00
Seeding and Mulching	All	Required		3,500.00
Slide Removal	All	Required		20,000.00
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Signing	All	Required		1,600.00
Work by Coos-Curry Electric Coop.	All	Required		200.00
Work by West Coast Telephone Co.	All	Required		900.00
		Subtotal		$437,786.00
		10% Engr. & Cont.		43,778.60
		Total		$481,564.60

Type Code X021
Hunter Creek Bridge (Sta. 103+70 to Sta. 107+30)(Contract No. 5305)

Shoring, Cribbing, Etc.	All	Required		$ 19,500.00
Structural Excavation	800	cu. yds.	$ 6.00	4,800.00
Furnishing Steel Piling	1,085	lin. ft.	5.00	5,425.00
Drive Steel Piles	14	only	85.00	1,190.00
Furnish Timber Piling	6,160	lin. ft.	.70	4,312.00
Drive Timber Piles	168	only	42.00	7,056.00
Class "A" Concrete	1,163	cu. yds.	69.00	80,247.00
Seal Concrete	205	cu. yds.	38.00	7,790.00
Metal Reinforcement	268,000	lbs.	.136	36,448.00
Pipe Parapet Rail	720	lin. ft.	6.00	4,320.00
8-inch Metal Drain Pipe	70	lin. ft.	4.00	280.00
		Subtotal		$171,368.00
		10% Engr. & Cont.		17,136.80
		Total		$188,504.80

Length of Roadway	1.296 Miles
Length of 1 Structure	0.068 Mile
Total Length	1.364 Miles
Cost of Roadway per Mile	$371,577.62

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 12,000.00	$ 8,000.00
Roadway	481,564.60	298,000.00	183,564.60
Structure	188,504.80	116,000.00	72,504.80
	$690,069.40	$426,000.00	$264,069.40

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939; Chap. 491, laws 1951;
Chap. 20, laws 1953; Chap. 22, laws 1957;
Chap. 354, laws 1957.

State Funds for Maint.: Chap. 529, laws 1939.

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.5

March 25, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-124(15), Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and West Coast Telephone Company covering relocation of telephone line on the above project.

The above approval covers only the necessary relocation of the telephone line between Station 136 and 156 in accordance with the Assistant Counsel's letter of August 14, 1958. The approved construction plans do not show any telephone line along the road connection at the north end of the project.

Authorization is hereby granted to proceed with the adjustments slated above subject to the provisions of PPM 30-4.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

Project Eng.

RECEIVED
MAR 26 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
SEP [illegible] 1960
FOR FILING

W. C. [illegible]

September 16, 1960

FINAL COST ANALYSIS

Hunter Creek-Buena Vista Wayside
Contract No. 5331

Grading and Paving
Contractor: Peter Kiewit Sons Co.
Resident Engineer: G. A. Barnhart

Oregon Coast Highway
Prefix 8-1032-201(41)
Project #BF-124(15)

5331

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	10,000.00		5,101.97	10,000.00
Drainage Excav., Unclass.	924.3	Cu. Yd.	2.50	1.29	1,196.48	2,310.75
Emb. Found. Excav., Unclass.	8,117.2	Cu. Yd.	0.50	0.40	3,276.21	4,058.60
General Excav., Unclass.	376,159.2	Cu. Yd.	0.45	0.353	133,258.67	169,271.64
Short Overhaul	1,392.626	Yd. Sta.	0.01	0.9985	11,784.58	13,926.26
Long Overhaul	20,014	C-Yd. Sta.	0.70	0.37	7,489.96	14,009.80
Finish R.B. & Slopes	1.3	Mile	1,000.00	866.23	1,126.10	1,300.00
Rounding Cutbanks	5,600	Lin. Ft.	0.20	0.17	959.30	1,120.00
18" Asb. Prot. CMP Prot. Invert.	734	Lin. Ft.	5.30	4.49	3,295.76	3,890.20
24" Asb. Prot. CMP Prot. Invert.	380	Lin. Ft.	7.80	6.25	2,376.42	2,964.00
36" Asb. Prot. CMP Prot. Invert.	190	Lin. Ft.	14.50	11.91	2,262.97	2,755.00
18" Concrete Pipe	6	Lin. Ft.	5.00	4.10	24.59	30.00
24" Concrete Pipe	27	Lin. Ft.	8.00	7.42	200.33	216.00
8" Perf. Mtl. Dr. Pipe, Unct.	4,302	Lin. Ft.	2.00	1.42	6,093.96	8,604.00
Special Backfill in Drains	707.6	Cu. Yd.	6.00	5.60	3,964.68	4,245.60
36" Asb. Prot. Ellipt. Inlets	1	Each	150.00	130.46	130.46	150.00
*Metal Guard Rail	7,937	Lin. Ft.	2.90	2.37	18,810.69	23,017.30
*Mtl. Sight Post, Dbl. Reflec.	76	Each	5.00	4.00	304.00	380.00
Type 2 Fence	162	Rod	7.00	6.35	1,028.15	1,134.00
14' x 48" Gate	1	Each	85.00	41.97	41.97	85.00
**Coarse Cr. Mat'l in Base	37,749	Ton	1.40	1.31	49,622.39	52,848.60
**3/4"-0 Mat'l in Base	8,146.4	Ton	1.60	1.45	11,849.96	13,034.24
Sprinkling	1,295.1	M-Gal.	3.00	1.81	2,337.80	3,885.30

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
***Preparation of Base	1.3	Mile	300.00	277.19	360.35	390.00
***3/4"-0 Mat'l in Base	596.6	Ton	3.50	3.32	1,979.65	2,088.10
***Furnish & Place Aggregate	626.5	Ton	4.00	3.63	2,276.01	2,506.00
***RC-3 Asphalt	57.83	Ton	53.50	53.50	3,093.91	3,093.91
***120-150 Asphalt	50.54	Ton	52.00	50.00	2,527.00	2,628.08
***RS-1 Asphalt	12.36	Ton	60.00	60.00	741.60	741.60
***Asph. Concrete Mixture	8,444.6	Ton	4.50	4.38	37,005.74	38,000.70
***85-100 Asph. in Mixture	362.96	Ton	41.00	41.00	14,881.36	14,881.36
PA#1 Slide Removal	3,195.3	Cu. Yd.	0.45	0.34	1,096.96	1,437.89
****PA#2 Loose Rip Rap	12,651.2	Cu. Yd.	3.30	2.31	29,197.14	41,748.96
***PA#3 A.C. Traffic Markers	1,373	Lin. Ft.	1.05	1.05	1,441.65	1,441.65
*Purchase excess Guard Rail Material	100%	All			1,043.48	1,043.48
Force Account					5,008.79	5,158.64
					$367,191.04	$448,396.66

* Work done all or in part by Marvis Steel Co.
** Work done all or in part by "K" Lines.
*** Work done all or in part by J. C. Compton Co.
**** Work done all or in part by Ralph Smith.

Gross Revenue	$ 448,396.66
Total Cost	367,191.04
Net Profit	$ 81,205.62

Net Profit equals 18.1% of Gross Revenue

DETAIL OF COST - Contract No. 5331

Labor:				
Supervision			$ 12,000.00	
Laborq			69,477.00	
Labor Insurance			6,344.61	
Health, Welfare and Pension			3,710.46	$ 91,532.07
Materials:				
18" Asb.Prot.CMP Prot.Invert.	734 Lin.Ft.	@ $3.69	2,708.46	
18" Asb.Prot.CM Bands	31 Each	@ $3.25	100.75	
24" Asb.Prot.CMP Prot.Invert.	380 Lin.Ft.	@ $5.67	2,154.60	
24" Asb.Prot.CM Bands	16 Each	@ $5.14	82.24	
36" Asb.Prot.CMP Prot.Invert.	190 Lin.Ft.	@ $10.86	2,063.40	
36" Asb.Prot.CM Bands	9 Each	@ $10.09	90.81	
18" Conc.Culvert Pipe	6 Lin.Ft.	@ $3.10	18.60	
24" Conc.Culvert Pipe	27 Lin.Ft.	@ $4.40	118.80	
8" Perf.Mtl.Dr.Pipe, Unctd.	4,302 Lin.Ft.	@ $1.05	4,517.10	
8" Metal Bands	200 Each	@ $1.26	252.00	
36" Asb.Prot.Elliptical Inlet	1 Each	@ $99.43	99.43	
Special Backfill	707.6 Cu.Yd.	@ $1.45	1,026.02	
Type 2 Fence	162 Rods	@	528.68	
14' x 48" Metal Gate	1 Each	@ $29.75	29.75	13,790.64
Equipment Rental & Miscellaneous Supplies:				
Equipment Rental, Owned			87,409.03	
Equipment Rental, Hired			14,195.00	
Gas, Oil and Grease			11,451.00	
Bond			2,283.00	
P.L. and P.D. Insurance			985.67	
Small Tools and Misc. Supplies			542.94	
Freight and Cartage			5,621.00	
Royalty on Rock			2,295.00	
Amt. paid Marvis Steel Co.	Guard Rail and Sight Posts		19,114.69	
Amt. paid "K" Lines	Hauling Rock		24,017.00	
Amt. paid J.C. Compton			57,411.46	
Amt. paid Ralph Smith	Hauling & Placing Rip Rap		27,832.64	
Home Office and General Overhead			8,709.90	261,868.33
		TOTAL COST		$ 367,191.04

Remarks - Contract No. 5331

This was a "Federal Aid Primary Project" calling for grading and paving 1.3 miles of highway roadbed on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County.

The contract was bid August 26, 1958, awarded September 29, 1958. Work started October 3, 1958 and the project was completed December 4, 1959.

The contractor moved in two D-8 cats and dozers and a crew of ten men and started clearing on October 3, 1958. Very good progress was made on the clearing and grubbing.

The contractor moved in the grading equipment on October 22nd, which consisted of four D-W21's, one D-9 cat and ripper used for ripping and push loading, one D-8 cat and dozer on the fill, one D-8 cat and dozer pioneering, and one cat #12 grader used on the haul road. Good progress was made on the excavation until November 5th when it became too wet to work and the project was closed down for the winter. The contractor resumed operations on March 2, 1959 using the same equipment. The excavation consisted of common material with the exception of a portion of one cut at Station 112 to 115 which had to be drilled and blasted. Very good progress was made on the excavation and a good profit was realized.

The contractor moved in and set up his 2-crusher portable crushing plant near the plywood plant on the south bank of the Rogue River, approximately 3 miles from the junction of the Oregon Coast Highway. Crushing was started May 15, 1959 averaging approximately 250 cubic yards per hour. The material was hauled by five hired trains and processed with the contractor's blade, 3-wheel roller and one water wagon.

The loading, hauling and placing of the rip rap rock, which was subcontracted to Ralph Smith for below bid price, was loaded with one 2-cubic yard front end loader, hauled with three 10-cubic yard trucks, and placed on slopes with one D-8 cat and dozer.

J.C. Compton, paving contractor, subcontracted the placing of the binder material, class "B" asphaltic concrete and the asphaltic contrete traffic markers. The paving plant was set up at the crushing plant area where the crushing contractor had the paving aggregate stockpiled.

The metal guard rail and the metal sigh posts were installed by Vern Hoaglin at below bid prices, realizing a profit for the contractor.

The contractor, having good bid prices, good equipment and good supervision, realized a very good profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
MAR 7 1960
FOR FILING
[illegible] (5)
5331

March 4, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5331 for grading-paving the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County was completed by the contractor, Peter Kiewit Sons' Co., on December 4, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $14,522.55 will be released to the contractor on or after March 14, 1960. The total contract amount is $448,396.66, of which amount $5,158.64 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson, Resident Agent
Yeon Bldg.,
Portland 4, Oregon

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DEC 29 1959
FOR FILING

BF- [illegible]

5331

December 29, 1959

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Co., on contract #5331 for grading-paving the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County.

This payment, in the amount of $9,197.07, will be released to contractor on or after January 8, 1960. The retained percentage is $13,418.79.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson, Res. Agent
Yeon Bldg.,
Portland 4, Oregon

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DEC 31 1959
FOR FILING
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5331

December 28, 1959

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Peter Kiewit Sons' Co., a portion of the funds heretofore retained by the Commission on contract #5331 for grading-paving the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County.

This payment, in the amount of $11,353.66, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $13,134.34. The present payment will be released on or after January 7, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson, Resident Agent
Yeon Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 18, 1959

Section	Hunter Creek-Buena Vista Wayside	Kind of work	Grading and Paving
Highway	Oregon Coast County	Section prefix	8-1[illegible] BF-124 (15)
Contractor	Peter Kiewit Sons' Co.	Contract number	[illegible]
Date of ~~contract~~ award	Sept. [illegible], 1958	Specified work days	130
Date work started	Oct. 3, 1958	Work days used	125
Project authorization Exclusive of engineering	$[illegible] $[illegible]	Per cent of time elapsed	96.2 %

Estimated cost of completed project, exclusive of engineering $157,273.76

Estimated per cent ~~overrun or~~ underrun - 0.1 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $[illegible]2,022.38

Engineering cost to date $[illegible], 31.[illegible] %

Date project was completed December 4, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	- - - -	100	100	- - - -

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate was sent to the Division Office On Friday Morning, Dec. 18th.

Field crew have been working on restaking and cross-sectioning of the Myers Creek Connection as per Mr Tom Edwards letter of Dec. 1st. The field work should be finished today, Friday, and the information will be forwarded to the Division Office the first of next week.

NOTED
JOHN R. OAKES

NOTED
[illegible]

NOTED
C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
DEC 21 1959
NOTED-- CE ACE ACE COE

Signed T A Barnhart Res. Engr.

Address Box 515 Gold Beach, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.45				1.30
Miles partially completed					
Miles completed	1.45				1.30
Total estimated quantities (contract)	374,000				7,600
Total quantities corrected to date					
Estimated quantities moved or placed to date	374,159				[illegible]
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					

Average force on project for week

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Cloudy	Rain during night	
Friday	Fair		
Saturday			

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RECEIVED
DEC - 9 1959
FOR FILING
BF 124(15)
5331

December 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 4, 1959, on Contract No. 5331, Hunter Creek-Buena Vista Wayside Section, in Curry County, in connection with Federal Aid Project No. BF-124(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. L. Porter
Office Engineer

HLP:jb

cc: Clarence G. Swenson

A

RECEIVED
SEP 11 1959
FOR FILING

BF-124(15)

5331

September 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering traffic signing on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County, Contract No. 5331, in connection with Federal Aid Project No. BF-124(15).

This work is necessary for the direction and guidance of traffic. It does not include warning signs, lights and barricades required of the contractor for the safety of traffic and workmen.

This item was anticipated and funds covering it were included in the Project Authorization. Prior verbal approval was given by BPR and instructions issued to the Field to proceed as it is necessary to open portions of the road for traffic.

A copy of the sketch showing the signing to be installed is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
JUL - 1 1959
FOR FILING

5331

June 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering breakdown of slides on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County, Contract No. 5331, in connection with Federal Aid Project No. BF-124(15).

Slides have occurred and their removal is necessary. This Order contemplates pioneering and breaking down slides and slide areas so normal earth-moving equipment can operate, and resloping cutbanks. Slide removal will be done at contract unit prices for general excavation.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

G. S. Paxson
Assistant State Highway Engineer

Enc.

[illegible]

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RECEIVED
MAR 30 1959
FOR FILING
OREGON DISTRICT

BF-124(15)

5331

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.5

March 25, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project BF-124(15), Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and West Coast Telephone Company covering relocation of telephone line on the above project.

The above approval covers only the necessary relocation of the telephone line between Station 136 and 156 in accordance with the Assistant Counsel's letter of August 14, 1958. The approved construction plans do not show any telephone line along the road connection at the north end of the project.

Authorization is hereby granted to proceed with the adjustments slated above subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

1

RECEIVED
MAR 24 1959
FOR FILING

BF-124(15)

5331

March 23, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of the Assistant Counsels letters which describes required revisions of the West Coast Telephone Company's lines on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County, Project No. BF-124(15), and establishes the State's obligation to reimburse the Company for portions of the revisions.

Estimates and sketches provided by the Company are also attached. The estimate covers more revisions than the Assistant Counsels letter describes due to a change of alignment of the road connection at the North end of the project.

Authorization to proceed with the work as of this date on the basis of the proposed agreement under the provisions of PPM-30-4, is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

A

RECEIVED
MAR 20 1959
FOR FILING
BF-124(15)
5331

March 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County, Contract No. 5331, in connection with Federal Aid Project No. BF-124(15).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

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JAN

FOR FILING

HF-124(15)

5331

When replying, refer to:
08-35.4

January 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project HF-124(15), Hunter Creek-Buena Vista Wayside Section, Oregon Coast Highway, State Contract No. 5331 - Order for State Force Work No. 224-238, Seeding and Mulching Slopes. Estimated Total Cost $3,500. Federal Funds $2,100.

Dear Sir:

We are approving the use of State Forces as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has specialized equipment and trained personnel to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

orig to District

FORREST COOPER

RECEIVED
DEC 13 1958
FOR FILING

BF-124(15)

5331

A

December 12, 1958

Mr. C. S. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224 and 238 covering seeding and mulching on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County, Contract No. 5331, in connection with Federal Aid Project No. BF-124(15).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $3,500.00 with Federal participation of $2,100.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

A

RECEIVED
FORM 2-123 5M 4-56
OCT 29 1958

FOR FILING

FE 104(15)

533

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 29, 1958

Peter Kiewit Sons' Co.
Room 1, Sparta Bldg.
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5331, awarded Sept. 29, 1958, for grading and paving on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 8 1958
FOR FILING

BF-124 (15)

5331

October 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 3, 1958, on Contract No. 5331, Hunter Creek-Buena Vista Wayside Section, in Curry County, in connection with Federal Aid Project No. BF-124(15).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

S. H. Probert
Office Engineer

A

RECEIVED
OCT 20 1958
FOR FILING
[illegible]

5331

September 29, 1958

Peter Kiewit Sons' Company
P. O. Box 1777
Vancouver, Washington

Gentlemen:

The State Highway Commission on September 11, 1958, accepted your proposal for grading and paving Hunter Creek-Buena Vista Wayside Section on the Oregon Coast Highway in Curry County for the sum of $406,586.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5331.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce

NOTED
J. Mc C.

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
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E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
September 29, 1958

Peter Kiewit Sons' Company
Vancouver,
Washington

Contract for grading and paving Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County for which you submitted low bid on August 26, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files ✓
C. W. Head

RECEIVED
OCT 2 1958
FOR FILING

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DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

BF-124 (15)
5331

When replying, refer to:
08-35.4-0

September 29, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your memorandum of this date advising that all rights of entry have been acquired for Oregon Project BF-124(15), Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway, we hereby concur as of this date in award of contract No. 5331 to Peter Kiewit Sons Co. of Vancouver, Washington, low bidder in the amount of $406,586.00 at the August 26, 1958 bid opening.

Very truly yours,

G Polk
C. G. Polk
Division Engineer

[illegible]

NOTED
FORREST COOPER

RECEIVED
OCT 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1958
FOR FILING
BF-124(15)
5331

September 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Hunter Creek-Buena Vista Wayside Section of the Oregon Coast Highway in Curry County, Project BF-124(15), to Peter Kiewit Sons' Co. of Vancouver, Washington, on the basis of the bid of $406,586.00 submitted on August 26, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

FORM E-123-X 25M 5-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
[illegible] 1958
FOR FILING
BF
5331

August 14, 1958

West Coast Telephone Company
334 South Fourth Street
Coos Bay, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Hunter Creek-Buena Vista Wayside Sec.
Oregon Coast Highway
Curry County

Gentlemen:

Bids on the above titled project will be received in the near future and certain of your facilities must be adjusted in order to accommodate the highway construction.

The adjustment involves the relocation of a line between Highway Engineer's Stations 136 and 156. This line consists of approximately 18 poles, of which 4 are on State highway right of way; the other 14 are located on private property under the terms of an unrecorded easement dated about 1928. It will be the obligation of the Highway Commission to compensate you to the extent of 14/18th of the proper and reasonable costs of the work upon this prorated basis.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. A copy of this memorandum was sent to you attached to circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved by the Bureau of Public Roads, authority to proceed with the work and to bill the State Highway Commission will be sent to you.

Further details of the work may be secured from Mr. George C. Wills, Box 551, Gold Beach, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

NOTED

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Frank Morgan
Mr. F. N. Farrar
Mr. George C. Wills

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED
AUG [illegible] 1958
FOR FILING

File

When replying, refer to
BF-124(15) 08-35.4

5331

August 4, 1958

BF-124(15)

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project BF-124(15), Hunter Creek-Buena Vista Wayside Section, Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence of award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
AUG 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-3(5) Comstock-Anlauf Sec. of 1958
163 Pacific Hwy. (Grad. &
#5332 Paving)

Contract 5332

RECEIVED
9-58

FOR FILING
I-5-3(5)163
5332

Monthly transaction number	PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County **Douglas**
Project report number **11**		Project number **I-5-3(5)163**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **February 11**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **372,780**

Revised Federal funds $ **340,371**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **Sept**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By:
R. C. Wright
Administrative Manager

USComm-DC 11170

September 9, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Comstock-Anlauf Section, Project No. I-5-3(5)163.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

5322

RECEIVED 1959 FOR FILING

Me[illegible]ation No. 32	For -2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. I-5-3⁸(5)163 5322	**FEDERAL-AID PROJECT AGREEMENT**	County **Douglas**
		Project No. **I-5-3(5)163**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approx. 0.5 mile south of Comstock to approx. 0.4 mile south of Curtin (Comstock-Curtin Section), on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	8-25-58	1.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 369,909.00	Federal funds $ 340,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By ____________
____
(title)

By ____________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **February 11, 1959**

USComm-DC 40257

February 10, 1959

Mr. C. G. Polk
Division Engineer
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Comstock-Anlauf Section, Project No. I-5-3(5) 163.

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.5

February 6, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of proposed project agreement and one copy of approved detail estimate for the following project.

I-5-3(5)163 Comstock-Curtin Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

Encls.

RECEIVED
FEB - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

February 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Comstock-Anlauf Section, Project No. I-5-3(5)163.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. I-5-3(5)163

COMSTOCK-ANLAUF SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 30, 1959

Type Code 6201
Roadway (Sta. 190+00 to Sta. 265+00)(Contract No. 5332)

Clearing and Grubbing	All Required		$ 9,000.00
Drainage Excavation, Unclassified	330 cu. yds.	$2.00	660.00
Cutbank Ditch Excavation, Unclassified	270 cu. yds.	2.00	540.00
General Excavation, Unclassified	86,000 cu. yds.	0.67	57,620.00
Short Overhaul	124,500 yd. sta.	0.01	1,245.00
Long Overhaul	600 C-yd.sta.	0.40	240.00
Finishing Roadbed and Slopes	All Required		2,000.00
Rounding Cutbanks	3,300 lin. ft.	0.20	660.00
18-inch Concrete Pipe	290 lin. ft.	5.00	1,450.00
24-inch Concrete Pipe	140 lin. ft.	8.00	1,120.00
1½-inch Electrical Conduit	170 lin. ft.	2.00	340.00
Class "A" Concrete	120 cu. yds.	65.00	7,800.00
Metal Reinforcement	18,000 lbs.	0.14	2,520.00
Metal Guard Rail	4,500 lin. ft.	2.60	11,700.00
Metal Median Barrier	7,600 lin. ft.	3.75	28,500.00
Salvaging Guard Rail	130 lin. ft.	1.55	201.50
Guide Posts, One Reflector	50 only	7.50	375.00
Guide Posts, Two Reflectors	85 only	8.50	722.50
Guide Posts, Three Reflectors	2 only	10.50	21.00
Loose Riprap	50 cu. yds.	5.00	250.00
Coarse Crushed Material in Base	24,500 tons	2.20	53,900.00
3/4" - 0 Material in Base	5,300 tons	2.60	13,780.00
Sprinkling	670 M-gal.	3.00	2,010.00
Preparation of Base	All Required		800.00
3/4" - 0 Material in Binder Course	450 tons	4.00	1,800.00
Furnishing and Placing Aggregates	940 tons	4.50	4,230.00
MC-3 Asphalt	50 tons	50.00	2,500.00
120-150 Asphalt	64 tons	48.00	3,072.00
RS-1 Asphalt	20 tons	50.00	1,000.00
Asphaltic Concrete Mixture	7,000 tons	6.40	44,800.00
85-100 Asphalt in Mixture	420 tons	36.00	15,120.00
Asphaltic Concrete Traffic Markers	600 lin. ft.	1.00	600.00
			$270,577.00
Flagging (57½% of Contractor's Cost)	All Required		3,000.00
Seeding and Mulching	All Required		1,700.00
	Subtotal		$275,277.00
	10% Engr. & Cont.		27,527.70
	Total		$302,804.70

Type Code X421
Bear Creek Bridge Widening (Sta. 240+74.62 to Sta. 242+74.62)(Contract No. 5399)

Remodel Old Bridge and Provide for Traffic	All Required	$	$ 4,000.00
Shoring, Cribbing, etc.	All Required		4,500.00
Structural Excavation	170 cu. yds.	6.00	1,020.00
Furnish Steel Piling	500 lin. ft.	6.00	3,000.00
Drive Piles	17 only	60.00	1,020.00
Class "A" Concrete	All Required		28,210.00
Metal Reinforcement	143,700 lbs.	0.12	17,244.00
Metal Rail	210 lin. ft.	5.00	1,050.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
			$ 60,204.00
Flagging (57½% of Contractor's Cost)	All Required		300.00
Signing and Striping (State Force)	All Required		500.00
	Subtotal		$ 61,004.00
	10% Engr. & Cont.		6,100.40
	Total		$ 67,104.40

Length of Roadway	1.382 Miles
Length of 1 Structure	0.038 Mile
Total Length.	1.420 Miles
Cost of Roadway Per Mile.	$219,106.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$302,804.70	$279,000.00	$23,804.70
Structure	67,104.40	61,000.00	6,104.40
	$369,909.10	$340,000.00	$29,909.10

State funds for const.: Chap. 175, Laws 1927; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State funds for maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-3(5)163

COMSTOCK-ANLAUF SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 20, 1958

Type Code 6201
Roadway (Sta. 190+00 to Sta. 265+00)

Clearing and Grubbing	All	Required	$	$ 6,000.00
Drainage Excavation, Unclassified	330	cu. yds.	3.00	990.00
Cutbank Ditch Excavation, Unclassified	270	cu. yds.	3.00	810.00
General Excavation, Unclassified	86,000	cu. yds.	0.90	77,400.00
Short Overhaul	124,500	yd. sta.	0.02	2,490.00
Long Overhaul	600	C-yd.sta.	0.50	300.00
Finishing Roadbed and Slopes	All	Required		1,500.00
Rounding Cutbanks	3,300	lin. ft.	0.20	660.00
18-inch Concrete Pipe	290	lin. ft.	4.50	1,305.00
24-inch Concrete Pipe	140	lin. ft.	6.00	840.00
1½-inch Electrical Conduit	170	lin. ft.	1.50	255.00
Class "A" Concrete	120	cu. yds.	55.00	6,600.00
Metal Reinforcement	18,000	lbs.	0.15	2,700.00
Metal Guard Rail	4,500	lin. ft.	3.00	13,500.00
Metal Median Barrier	7,600	lin. ft.	5.00	38,000.00
Salvaging Guard Rail	130	lin. ft.	2.50	325.00
Guide Posts, One Reflector	50	only	5.00	250.00
Guide Posts, Two Reflectors	85	only	6.00	510.00
Guide Posts, Three Reflectors	2	only	6.50	13.00
Loose Riprap	50	cu. yds.	3.00	150.00
Coarse Crushed Material in Base	24,500	tons	2.35	57,575.00
3/4" - 0 Material in Base	5,300	tons	2.50	13,250.00
Sprinkling	670	M-gal.	3.00	2,010.00
Preparation of Base	All	Required		400.00
3/4" - 0 Material in Binder Course	450	tons	3.50	1,575.00
Furnishing and Placing Aggregates	940	tons	3.50	3,290.00
RC-3 Asphalt	50	tons	55.00	2,750.00
120-150 Asphalt	64	tons	55.00	3,520.00
RS-1 Asphalt	20	tons	57.00	1,140.00
Asphaltic Concrete Mixture	7,000	tons	5.00	35,000.00
85-100 Asphalt in Mixture	420	tons	40.00	16,800.00
Asphaltic Concrete Traffic Markers	600	lin. ft.	1.00	600.00
				$292,508.00
Flagging (57½% of Contractor's Cost)	All	Required		3,000.00
Seeding and Mulching	All	Required		1,700.00
	Subtotal			$297,208.00
	10% Engr. & Cont.			29,720.80
		Total		$326,928.80

Length of Roadway	1.382 Miles
Length of 1 Structure	0.038 Mile
Total Length.	1.420 Miles
Cost of Roadway Per Mile.	$236,562.08

Federal Funds.	$302,000.00
State Funds.	24,928.80
	$326,928.80

Federal Aid
Oregon State Highway Department Project No. I-5-3(5)163

COMSTOCK-ANLAUF SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, December 23, 1958

Type Code 6201
Roadway (Sta. 190+00 to Sta. 265+00)(Contract No. 5332)

Clearing and Grubbing	All	Required	$	$ 9,000.00
Drainage Excavation, Unclassified	330	cu. yds.	2.00	660.00
Cutbank Ditch Excavation, Unclassified	270	cu. yds.	2.00	540.00
General Excavation, Unclassified	86,000	cu. yds.	0.67	57,620.00
Short Overhaul	124,500	yd. sta.	0.01	1,245.00
Long Overhaul	600	C-yd.sta.	0.40	240.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,300	lin. ft.	0.20	660.00
18-inch Concrete Pipe	290	lin. ft.	5.00	1,450.00
24-inch Concrete Pipe	140	lin. ft.	8.00	1,120.00
1½-inch Electrical Conduit	170	lin. ft.	2.00	340.00
Class "A" Concrete	120	cu. yds.	65.00	7,800.00
Metal Reinforcement	18,000	lbs.	0.14	2,520.00
Metal Guard Rail	4,500	lin. ft.	2.60	11,700.00
Metal Median Barrier	7,600	lin. ft.	3.75	28,500.00
Salvaging Guard Rail	130	lin. ft.	1.55	201.50
Guide Posts, One Reflector	50	only	7.50	375.00
Guide Posts, Two Reflectors	85	only	8.50	722.50
Guide Posts, Three Reflectors	2	only	10.50	21.00
Loose Riprap	50	cu. yds.	5.00	250.00
Coarse Crushed Material in Base	24,500	tons	2.20	53,900.00
3/4" - 0 Material in Base	5,300	tons	2.60	13,780.00
Sprinkling	670	M-gal.	3.00	2,010.00
Preparation of Base	All	Required		800.00
3/4" - 0 Material in Binder Course	450	tons	4.00	1,800.00
Furnishing and Placing Aggregates	940	tons	4.50	4,230.00
RC-3 Asphalt	50	tons	50.00	2,500.00
120-150 Asphalt	64	tons	48.00	3,072.00
RS-1 Asphalt	20	tons	50.00	1,000.00
Asphaltic Concrete Mixture	7,000	tons	6.40	44,800.00
85-100 Asphalt in Mixture	420	tons	36.00	15,120.00
Asphaltic Concrete Traffic Markers	600	lin. ft.	1.00	600.00
				$270,577.00
Flagging (57½% of Contractor's Cost)	All	Required		3,000.00
Seeding and Mulching	All	Required		1,700.00
	Subtotal			$275,277.00
	10% Engr. & Cont.			27,527.70
		Total		$302,804.70

Type Code X421
Bear Creek Bridge Widening (Sta. 240+74.62 to Sta. 242+74.62)

Remodel Old Bridge and Provide for Traffic	All Required	$	$ 4,000.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structural Excavation	170 cu. yds.	8.00	1,360.00
Furnish Steel Piling	500 lin. ft.	5.00	2,500.00
Drive Piles	17 only	75.00	1,275.00
Class "A" Concrete	All Required		32,550.00
Metal Reinforcement	138,300 lbs.	0.135	18,670.50
Metal Rail	210 lin. ft.	8.00	1,680.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
			$ 64,195.50
Flagging (57½% of Contractor's Cost	All Required		300.00
Signing and Striping (State Force)	All Required		500.00
	Subtotal		$ 64,995.50
	10% Engr. & Cont.		6,499.55
	Total		$ 71,495.05

Length of Roadway - - - - - - - - -	1.382 Miles
Length of 1 Structure - - - - - - -	0.038 Mile
Total Length- - - - - - - - - - -	1.420 Miles
Cost of Roadway Per Mile- - - - -	$219,106.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$302,804.70	$279,000.00	$ 23,804.70
Structure	71,495.05	66,000.00	5,495.05
	$374,299.75	$345,000.00	$ 29,299.75

Federal Aid
Project No. I-5-3(5)163

Oregon State Highway Department

COMSTOCK-ANLAUF SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, January 7, 1959

Type Code 6201
Roadway (Sta. 190+00 to Sta. 265+00)(Contract No. 5332)

Clearing and Grubbing	All	Required	$	$ 9,000.00
Drainage Excavation, Unclassified	330	cu. yds.	2.00	660.00
Cutbank Ditch Excavation, Unclassified	270	cu. yds.	2.00	540.00
General Excavation, Unclassified	86,000	cu. yds.	0.67	57,620.00
Short Overhaul	124,500	yd.sta.	0.01	1,245.00
Long Overhaul	600	C-yd.sta.	0.40	240.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,300	lin. ft.	0.20	660.00
18-inch Concrete Pipe	290	lin. ft.	5.00	1,450.00
24-inch Concrete Pipe	140	lin. ft.	8.00	1,120.00
1½-inch Electrical Conduit	170	lin. ft.	2.00	340.00
Class "A" Concrete	120	cu. yds.	65.00	7,800.00
Metal Reinforcement	18,000	lbs.	0.14	2,520.00
Metal Guard Rail	4,500	lin. ft.	2.60	11,700.00
Metal Median Barrier	7,600	lin. ft.	3.75	28,500.00
Salvaging Guard Rail	130	lin. ft.	1.55	201.50
Guide Posts, One Reflector	50	only	7.50	375.00
Guide Posts, Two Reflectors	85	only	8.50	722.50
Guide Posts, Three Reflectors	2	only	10.50	21.00
Loose Riprap	50	cu. yds.	5.00	250.00
Coarse Crushed Material in Base	24,500	tons	2.20	53,900.00
3/4" - 0 Material in Base	5,300	tons	2.60	13,780.00
Sprinkling	670	M-gal.	3.00	2,010.00
Preparation of Base	All	Required		800.00
3/4" - 0 Material in Binder Course	450	tons	4.00	1,800.00
Furnishing and Placing Aggregates	940	tons	4.50	4,230.00
RC-3 Asphalt	50	tons	50.00	2,500.00
120-150 Asphalt	64	tons	48.00	3,072.00
RS-1 Asphalt	20	tons	50.00	1,000.00
Asphaltic Concrete Mixture	7,000	tons	6.40	44,800.00
85-100 Asphalt in Mixture	420	tons	36.00	15,120.00
Asphaltic Concrete Traffic Markers	600	lin. ft.	1.00	600.00
				$270,577.00
Flagging (57½% of Contractor's Cost)	All	Required		3,000.00
Seeding and Mulching	All	Required		1,700.00
	Subtotal			$275,277.00
	10% Engr. & Cont.			27,527.70
			Total	$302,804.70

Type Code X421
Bear Creek Bridge Widening (Sta. 240+74.62 to Sta. 242+74.62)

Remodel Old Bridge and Provide for Traffic	All Required	$	$ 4,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	170 cu. yds.	8.00	1,360.00
Furnish Steel Piling	500 lin. ft.	5.00	2,500.00
Drive Piles	17 only	75.00	1,275.00
Class "A" Concrete	All Required		32,550.00
Metal Reinforcement	143,700 lbs.	0.135	19,399.50
Metal Rail	210 lin. ft.	8.00	1,680.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
			$ 64,924.50
Flagging (57½% of Contractor's Cost)	All Required		300.00
Signing and Striping (State Force)	All Required		500.00
	Subtotal		$ 65,724.50
	10% Engr. & Cont.		6,572.45
	Total		$ 72,296.95

Length of Roadway - - - - - - - - - 1.382 Miles
Length of 1 Structure - - - - - - - 0.038 Mile
Total Length- - - - - - - - - - - - 1.420 Miles
Cost of Roadway Per Mile- - - - - $219,106.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$302,804.70	$279,000.00	$23,804.70
Structure	72,296.95	66,000.00	6,296.95
	$375,101.65	$345,000.00	$30,101.65

RECEIVED
MAY 12 1960
FOR FILING

A

I-5-3(5)163

5332

May 11, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5332 for grading-paving the Comstock-Anlauf Section of Pacific Highway in Douglas County was completed by the contractor, White Bros. Construction Co. Inc., on March 17, 1960, and was formally accepted by the Highway Commission on May 10, 1960.

Final payment in the amount of $8,097.07 will be released to the contractor on or after May 21, 1960. The total contract amount is $272,207.70, of which amount $3,461.03 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

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APR 21 1960
FOR FILING
I 5-3(5)163
5332

April 21, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to White Bros. Construction Co. Inc., on contract #5332 for grading-paving the Comstock-Anlauf Section of Pacific Highway in Douglas County.

This payment, in the amount of $7,984.79, will be released to contractor on or after May 2, 1960. The retained percentage is $8,061.33.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

I 5-3(5)1.3
5332

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 2, 1960

Section Comstock - Anlauf

Kind of work grading and paving

Highway Pacific County Douglas

Section prefix 610-1053

Contractor White Bros. Const. Co.

Contract number 5332

Date of contract October 6, 1958

Specified work days 175

Date work started September 22, 1958

Work days used 154

Project authorization $315.086.63

Exclusive of engineering $292,680.47

Per cent of time elapsed 89 %

Estimated cost of completed project, exclusive of engineering $273.933.82

Estimated per cent overrun or underrun -6.41 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $22.406.16

Engineering cost to date $30.615.57, 137 %

Date project was completed March 17, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Typing was completed on the semi-final estimate No. 17, and all data forwarded to Roseburg Tuesday March 29. This is the final report for this project.

NOTED
CONSTRUCTION DIVISION
RECEIVED
APR 4 1960
NOTED-- ☐ ☐ B ☐ P
CE ACE COE

NOTED
JOHN R. OAKES

Noted
M. N. Juve

Signed J. E. Chapman

Address Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....
Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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RECEIVED
MAR 24 1960
FOR FILING

I 5 3(5)163

5332

March 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 17, 1960, on Contract No. 5332, Comstock-Anlauf Section, in Douglas County, in Connection with Federal Aid Project No. I-5-3(5)163.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: Clarence G. Swenson

FORM E-123

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
MAR 11 1960
FOR FILING
T-5-3(5)163
5332

A

March 8, 1960

Oregon State Highway Commission

Re: Claim for remuneration for
stumpage paid
Comstock-Anlauf Section
Pacific Highway
Contract No. 5332

Gentlemen:

A quarry known as the Rattlesnake Butte Quarry was offered and used as the material source for this project. This quarry was acquired in part from the U. S. Bureau of Land Management which retained possession of the timber located thereon. The contractor for this project moved in the area and prepared to begin the necessary stripping and clearing operation involved prior to enlarging the quarry face. Upon learning that settlement must first be made concerning the timber to avoid double damages (which the State had to pay on a previous project) later, the contractor inquired of our resident engineer, our division engineer, and Bureau of Land Management officials as to the time it would take to process the purchase through normal State channels. These gentlemen estimated it would take about two months. The contractor felt that such a delay would constitute a financial loss as it would tie up his equipment and shorten his season. In order to expedite the matter, he proceeded to deal immediately with the Bureau of Land Management for said timber.

The contractor dealt with the Bureau of Land Management through the sub-contractor, Roseburg Sand and Gravel Company. Roseburg Sand and Gravel Company paid $2,165.45. According to Article 2.1.11 of the standard specification form the contractor is permitted to log and to sell for his own benefit all or any part of any merchantable timber to be cleared. It was also the obligation of the State to provide free and clear right of way (including quarry sites) for areas provided the contractor. This we did not do.

I recommend that the Highway Commission approve the payment of $2,165.45 to White Brothers, and Roseburg Sand and Gravel Company.

Respectfully submitted,

L. I. LINDAS
Chief Counsel

RECEIVED
MAR - 9 1960
OFFICE OF
STATE HIGHWAY ENGINEER

LVN:ep
Enc.
cc - W. C. Williams
Forrest Cooper
Floyd Query
P. M. Stephenson
C. H. Maison
Robert Y. Thornton

NOTED
FORREST COOPER

RECEIVED
SEP 11 1959
FOR FILING

5332

September 10, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering signing on the Comstock-Anlauf Section of the Pacific Highway in Douglas County, Contract No. 5332, in connection with Federal Aid Project No. I-5-3(5)163.

This work is necessary for the direction and guidance of traffic and consists of revising and relocating present signs and installing new signs required by the traffic change from present two lane to four lane road.

No warning signs, lights or barricades required of the contractor for the protection of traffic and workmen are included in this order.

Plans for the signing have been submitted to Mr. Cowan of the BPR. Verbal approval for this work has been given.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

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MAY [illegible] 1959
FOR FILING
OREGON DISTRICT
I-5-3(5)163
5332

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.5

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-3(5)163
Comstock-Anlauf Section of the
Pacific Highway
Douglas Electric Co-op Inc.
Relocation of overhead guy stub

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Douglas Electric Cooperative Company dated April 30, 1959 covering adjustment of overhead guy stub on the above project.

Authorization is hereby granted to proceed as of May 11, 1959, with the necessary utility adjustment. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
D M Emrich
D. M. Emrich
District Engineer

Porter
File

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OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

I-5-3(5)163

5332

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing three copies of an estimate by the Douglas Electric Co-op, Inc. covering adjustment of their power line on the Comstock-Aunlauf Section, Project No. I-5-3(5)163, together with other necessary documents, justifying the items.

Also enclosed are four copies of project agreement estimate revised to include the work.

Concurrently, we are sending under separate cover, copies of form PR-9 requesting program change to include the item in the character of proposed work for the project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

JWM:lt

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RECEIVED
MAY 27 1959
FOR FILING
F-5-3(5)163
5332

State Highway Department

Federal Aid
Project No. F-5-3(5)163

[illegible]

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate revised to include utility work by the Douglas Electric Co-op., Inc. Not as a basis for modification of project agreement.)

Salem, Oregon, May 11, 1959

Type Code 6201
Roadway (Sta. 130+00 to Sta. 265+00)(Contract No. 5332)

Clearing and Grubbing	All	Required	$	$ 9,000.00
Drainage Excavation, Unclassified	330	cu. yds.	2.00	660.00
Cutbank Ditch Excavation, Unclassified	270	cu. yds.	2.00	540.00
General Excavation, Unclassified	86,200	cu. yds.	0.67	57,640.00
Short Overhaul	124,500	yd. sta.	0.01	1,245.00
Long Overhaul	600	Cuyd.sta.	0.40	240.00
Finishing Roadbed and Slopes	All	Required		2,000.00
Rounding Cutbanks	3,300	lin. ft.	0.20	660.00
18-inch Concrete Pipe	290	lin. ft.	5.00	1,450.00
24-inch Concrete Pipe	140	lin. ft.	8.00	1,120.00
1½-inch Electrical Conduit	170	lin. ft.	2.00	340.00
Class "A" Concrete	120	cu. yds.	65.00	7,800.00
Metal Reinforcement	18,000	lbs.	0.14	2,520.00
Metal Guard Rail	4,500	lin. ft.	2.60	11,700.00
Metal Median Barrier	7,600	lin. ft.	3.75	28,500.00
Salvaging Guard Rail	130	lin. ft.	1.55	201.50
Guide Posts, One Reflector	50	only	7.50	375.00
Guide Posts, Two Reflectors	85	only	8.50	722.50
Guide Posts, Three Reflectors	2	only	10.50	21.00
Loose Riprap	50	cu. yds.	5.00	250.00
Coarse Crushed Material in Base	24,500	tons	2.20	53,900.00
3/4" - 0 Material in Base	5,300	tons	2.60	13,780.00
Sprinkling	670	M-gal.	3.00	2,010.00
Preparation of Base	All	Required		800.00
3/4" - 0 Material in Binder Course	450	tons	4.00	1,800.00
Furnishing and Placing Aggregates	940	tons	4.50	4,230.00
MC-3 Asphalt	50	tons	50.00	2,500.00
120-150 Asphalt	64	tons	48.00	3,072.00
RS-1 Asphalt	20	tons	50.00	1,000.00
Asphaltic Concrete Mixture	7,000	tons	6.40	44,800.00
85-100 Asphalt in Mixture	420	tons	36.00	15,120.00
Asphaltic Concrete Traffic Markers	600	lin. ft.	1.00	600.00
				$270,577.00
Flagging (57½% of Contractor's Cost)	All	Required		3,000.00
Seeding and Mulching	All	Required		1,700.00
Work by Douglas Electric Co-op., Inc.	All	Required		100.00
	Subtotal			$275,~~4~~ 3 77.00
	Engr. & Cont.			[illegible] 27,427.7
	Total			$302,[illegible].70

[illegible] Code X423
[illegible] Bridge Widening (Sta. 240+71.62 to Sta. 242+71.62)(Contract No. 5399)

Remodel Old Bridge and Provide for Traffic	All Required	$	$ 4,000.00
Shoring, Cribbing, etc.	All Required		4,500.00
Structural Excavation	170 cu. yds.	6.00	1,020.00
Furnish Steel Piling	500 lin. ft.	6.00	3,000.00
Drive Piles	17 only	60.00	1,020.00
Class "A" Concrete	All Required		28,210.00
Metal Reinforcement	143,700 lbs.	0.12	17,244.00
Metal Rail	210 lin. ft.	5.00	1,050.00
8-inch Metal Drain Pipe	40 lin. ft.	4.00	160.00
			$ 60,204.00
Flagging (57½% of Contractor's Cost)	All Required		300.00
Signing and Striping (State Force)	All Required		500.00
	Subtotal		$ 61,004.00
	10% Engr. & Cont.		6,100.40
	Total		$ 67,104.40

Length of Roadway - - - - - - - - - 1.382 Miles
Length of 1 Structure - - - - - - - 0.038 Mile
Total Length- - - - - - - - - - - - 1.420 Miles
Cost of Roadway Per Mile- - - - - $219,106.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$302,804.70	$279,000.00	$23,804.70
Structure	67,104.40	61,000.00	6,104.40
	$369,909.10	$340,000.00	$29,909.10

State Funds for Const.: Chap. 175, Laws 1947; Chap. 31, Laws 1950;
Chap. 329, Laws 1959.
State Funds for Maint.: Chap. 329, Laws 1959.

Project agreement No.	Form PR-9	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS
Project report No.	**REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE**	

State	Oregon
County	Douglas
Date submitted	May 11, 1959
Date of initial approval	8-22-58
Route No.	I-1

Class of Federal funds 1/ Interstate

System Interstate

	Item No.	Project No.	Termini	Class of work	PROJECT COST Total funds	Federal funds	State funds	Length miles	Character of proposed work
ITEM AS NOW PROGRAMED	98	I-5-3(5)163	Approx. 0.5 mile south of Comstock to approx. 0.4 mile south of Curtin (Comstock-Curtin Section)	S & P					Grade & Drain, two 12' lanes high type pavement to result in four 12' lanes with 10' shoulders and 8.4' median, One oxing (200')
				R-O-W					
				Const.	369,909	340,000	29,909		
				Total	369,909	340,000	29,909	1.42	
REQUESTED REVISION	98	I-5-3(5)163	Approx 0.5 mile South of Comstock to approx. 0.4 mile mile south of Curtin (Comstock-Curtin Section)	S & P					Gr. & dr. two 12' lanes high type pavement to result in four 12' lanes with 10' shoulders and 8.4' median, one o'xing (200'), adjustment of utilities
				R-O-W					
				Const.	369,909	340,000	29,909		
				Total	369,909	340,000	29,909	1.42	

Reason for change

To include adjustment of Utilities in the character of proposed work. During construction of this section it was determined that a guystub of the Douglas Electric Coop. Inc., transmission line required adjustment, the guystub being located on private property purchased for additional rights of way. Accordingly, its adjustment is a state obligation and it is requested the cost be included in the project as a participating item.

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
Date May 11, 1959	Signature	Signature For: C. C. POLK By: D. H. Rurich District Engineer
By Deputy (State Highway Engineer)	Title	Title Division Engineer
	Date	Date May 26, 1959

1/ If revision includes transfer from one class of project to another or covers joint financing, show

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RECEIVED
[illegible] 1959
FOR FILING
I 5-3(5)163
5332

April 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering temporary signing for direction of traffic on the Comstock-Anlauf Section of the Pacific Highway in Douglas County, Contract No. 5332, in connection with Federal Aid Project No. I-5-3(5)163.

In accordance with the practice of the Department, signs for the direction and guidance of traffic are not included in the signing required of the contractor under the contract provisions. Funds were set up in the project authorization to cover this work as an extra work item to be done by the contractor or by State forces.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

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FOR FILING
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April 13, 1959

Oregon State Highway Commission

Gentlemen:

At 11:00 A.M. on April 8, 1959 permission was granted for the installation of a 35-mile-per-hour construction speed zone on the Comstock-Anlauf Section of the Pacific Highway between M.P. 153.95 and M.P. 155.41. This section is under construction at the present time.

Your concurrence is requested for the above speed zone. This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk:ae

cc to: Mr. F. B. Crandall

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FOR FILING
I-5-3(5)163

5332

When replying, refer to
08-35.4

December 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-3(5)163
Comstock-Anlauf Section, Pacific Hwy.
Order for State Force Work
Dated November 26, 1958
Seeding, mulching and fertilizing

Dear Sir:

Reference is made to your letter dated December 17, 1958 concerning subject order.

We are approving the use of State Force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a seqarate contract.

Very truly yours,

C. G. Polk
Division Engineer

copy to Resident

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DEC 18 1958
FOR FILING

I5-3(5)163

5332

December 17, 1958

Mr. C. C. Tolk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224 and 238 covering seeding and mulching on the Comstock-Anlauf Section of the Pacific Highway in Douglas County, Contract No. 5332, in connection with Federal Aid Project No. I-5-3(5)163.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work. The amount is too small to contract.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $1,700.00 with Federal participation of $1,020.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

RECEIVED
OCT 23 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, Chairman
Portland
ROBERT B. CHESSMAN, Member
Astoria
KENNETH N. FRIDLEY, Member
Wasco
H. B. GLAISYER, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

I-5-3 (5) [illegible]

5332

Oct. 22, 1958

White Bros. Constr. Co., Inc.
Box 376
Walla Walla, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5332, awarded Oct. 6, 1958, for grading and paving on the Comstock-Anlauf Section of the Pacific Highway in Douglas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
OCT 23 1958
FOR FILING

I-5-3(5)

5332

October 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's share of flagging costs on the Comstock-Anlauf Section of the Pacific Highway in Douglas County, Contract No. 5332, in connection with Federal Aid Project No. I-5-3(5)163.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lm

RECEIVED
OCT 14 1958
FOR FILING

I-5-3(5)163
[illegible]

October 13, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 22, 1958, on Contract No. 5332, Comstock-Anlauf Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(5)163.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

S. H. Probert
Office Engineer

RECEIVED
OCT 8 1958
FOR FILING
5332

Salem, Oregon
October 7, 1958

Prefix Correction
Comstock-Anlauf Section
Douglas County

Mr. F. D. Morgan
Division Engineer
Roseburg, Oregon

Copies of the Contract, No. 5332, Comstock-Anlauf Section in Douglas County, were sent out with Prefix 10-1052. The prefix assigned is 610-1052.

Please correct the prefix on your copy of the Contract and make corrections as errors in the prefix appear in the progress of the contract. Prefix on the authorization sheet is correct.

S. H. Probert
Office Engineer

cc: Resident Engineer
Tom Edwards
White Bros. Construction Co.
Box 376
Walla Walla, Washington

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OCT 20 1958
FOR FILING
I-5-3(5)

5332

October 6, 1958

White Bros. Construction Co., Inc.
P. O. Box 376
Walla Walla, Washington

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for grading and paving on the Comstock-Anlauf Section of the Pacific Highway in Douglas County for the sum of $270,577.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5332.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

cc: Tom Edwards
S. H. Probert
R. O. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
Oct. 6, 1958

White Bros. Construction Co. Inc.
P. O. Box 376
Walla Walla, Washington

Contract for Comstock-Anlauf Section, Douglas County, for which you submitted low bid on September 9, 1958 awarded you today. Contract forms follow shortly.

E. J. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation - original
Accounting (5003-900) - Maison
C. W. Head - outgoing copy
Files - attach to yellow copy ✓

RECEIVED
OCT [illegible] 1958
FOR FILING
OREGON DISTRICT

I-5-3(5)163

3332

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

400 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-5-3(5)163, Comstock-Anlauf Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 5332 to White Bros. Construction Company, Inc. of Walla Walla, Washington, low bidder in the amount of $270,577.00 at the September 9, 1958 bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

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[illegible] ENGINEER

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OCT 6 1958
FOR FILING

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5332

October 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Comstock-Anlauf Section of the Pacific Highway (Interstate Route 5) in Douglas County, Project I-5-3(5)163, to White Bros. Construction Co., Inc., of Walla Walla, Washington, on the basis of the bid of $270,577.00 submitted on September 9, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

file

RECEIVED
SEP 8 - 1958
FOR FILING

I-5-3(5)163

[illegible]

When replying, refer to
08-35.4

September 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received and reviewed your plans for Oregon Project I-5-3(5)163, Comstock-Anlauf Section of the Pacific Highway in Douglas County.

We note that your standard drawing No. 2106, Guide Post Detail, also includes typical locations of guide posts at interchange entrance and exit ramps.

While these typical locations are in general conformity to the A.A.S.H.O. Manual for Signing and Pavement Marking for the Interstate System, we have noticed one variation for which we would appreciate further clarification.

The Standard drawing uses three yellow reflector guide posts side by side at the nose of the exit ramp plus four more spaced at 10 -10 -20 -30 and 100' intervals in order to delineate the left side of the off-ramp entrance.

We would appreciate receiving any information which you may have which may have led to the establishment of this standard in nonconformity to the A.A.S.H.O. Manual.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Edwards

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

File

I-5-3(5)163

When replying, refer to
08-35.4

5332

August 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-3(5)163
Comstock-Anlauf Section, Pacific Hwy.

Dear Sir:

We have today approved the P. S. and E. documents for the above project. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been obtained.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

RECEIVED
[illegible]
OFFICE OF
[illegible] ENGINEER

F-127(8) Rough & Ready Cr.-Dwight 1958
Cr. (Bridges) Sec. of the
#5333 Redwood Hwy.

RECEIVED
DEC 23 1960
FOR FILE
[illegible]
5333

December 22, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5333 for structures-grading-paving on the Rough and Ready Creek-Dwight Creek (Bridges) Section on the Redwood Highway in Josephine County was completed by the contractor, Peter Kiewit Sons' Co., on June 21, 1960, and was formally accepted by the Highway Commission on December 12, 1960.

Final payment in the amount of $12,265.00 will be released to the contractor on or after December 30, 1960. The total contract amount is $338,619.16, of which amount $2,893.79 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson Agency
Yeon Bldg.,
Portland 4, Oregon

cc: Peter Kiewit Sons' Co.,
Room 1, Sparta Bldg.,
Medford
Oregon

RECEIVED
DEC 12 1960
FOR FILING

F-127 (8)

5333

December 12, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Please be advised work was completed June 21, 1960, on Contract 5333, Rough and Ready Creek Section, Structures and Grading, Project No. F-127(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:jb

RECEIVED
NOV 30 1960
FOR FILING

[illegible]

[illegible]

November 29, 1960

The Aetna Casualty & Surety Co.,
Portland Service Department
300 Yeon Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Peter Kiewit Sons' Co., on contract #5333 for structures-grading-paving the Rough and Ready Creek-Dwight Creek (Bridges) Section of the Redwood Highway in Josephine County.

This payment, in the amount of $7,962.04, will be released to contractor on or after December 9, 1960. The retained percentage is $10,003.91.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: The Aetna Casualty & Surety Co.,
H. A. Peterson Agency
Yeon Bldg.,
Portland 4, Oregon

cc: Peter Kiewit Sons' Co.,
Room 1, Sparta Bldg.,
Medford, Oregon

Form E-1—(Rev.)—

F-127(8)

5333

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 17, 1960

Section Rough & Ready Cr. - Dwight Cr. (Bridges)

Kind of work Structures, Grading & Paving

Highway Redwood County Josephine

Section prefix 17-1037

Contractor Peter Kiewit Sons'

Contract number 5333

Date of contract October 6, 1958

Specified work days 220

Date work started October 6, 1958

Work days used

Project authorization $

Exclusive of engineering $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $ 26,930.92

Engineering cost to date $ 9,340.00, 34.7 %

Date project was completed, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100 %	100 %	100 %		100 %	100 %	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

(This report for grading and surfacing only. See report of Resident Bridge Engineer for complete data.)

Hughes and Dodd, Sub-contractors, completed oiling shoulders on Monday of this week. Shoulder lines have been shaped and cleanup work completed on surfacing and grading.

Mr. Chandler gives job final inspection on Wednesday P.M.

Final report on grading and surfacing.

DIVISION
RECEIVED
JUN 20 1960
NOTED ☐ ☐ ☐ ☐ ☐
ACE COE

NOTED

Signed

C. E. PAULSEN

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.19	1.19		1.19	1.19
Miles partially completed					
Miles completed	1.19	1.19		1.19	1.19
Total estimated quantities (contract)	35,000	16,000		Agg 720 T Oil 80 T	3,600
Total quantities corrected to date	33,000	16,000		" "	3,500
Estimated quantities moved or placed to date	33,000	16,000		" "	3,500
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

FORM E-123-X 78M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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1930
FOR FILING
F 127(7)
5333

NOTED
W. C. WILLIAMS

June 9, 1960

Mr. C. G. Polk, Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Final Voucher
Rough and Ready Creek-
Dwight Creek (Bridges)
Section
Redwood Highway
Josephine County
Project No. F-127(7)

Dear Sir:

This letter is in reply to your Statement of Items for Administrative Review dated May 13, 1960.

Item No. 1. File No. 28522 (L-3171). No protest. This discounts the elements of reason and good judgment.

Item No. 2. No protest.

Very truly yours,

WALTER T. WRIGHT
Right of Way Engineer

WTW:zg

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

ENGINEER

A

RECEIVED
AUG 7 - 1959
FOR FILING

F 127(8)

5333

August 6, 1959

Oregon State Highway Commission

Gentlemen:

At 2:00 P.M. on August 5, 1959, a 35-mile-per-hour construction speed was established on the Redwood Highway, No. 25, between M.P. 34.00 and M.P. 34.40 in the construction section at the Rough and Ready Creek Bridge. Your concurrence is requested for the above construction speed zone.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. P. M. Stephenson
Mr. F. B. Crandall

VPJ:pk ae

Contract 5333

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NOV 13 1958
FOR FILING
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Monthly Transaction No.	For -2 (9- 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. F-127 (8)	**FEDERAL-AID PROJECT AGREEMENT**	County **Josephine** Washington
		Project No. **F-127(8)**

5333

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Rough and Ready Creek, west fork, Illinois River, Elk Creek and Dwight Creek Bridges on U.S. 199**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	2-7-58	----
Rights-of-Way		
Construction	8-25-58	1.3
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 373,843.00	$ 230,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Forrest Cooper
Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **November 17, 1958**

November 10, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Rough and Ready Creek-Dwight Creek (Bridges) Section, Project No. F-127(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

October 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Rough and Ready Creek-Dwight Creek (Bridges) Section, Project No. F-127(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:mfh

Federal Aid
Project No. F-127(8)

Oregon State Highway Department

ROUGH AND READY CREEK-DWIGHT CREEK (BRIDGES)

SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 29, 1958

Type Code P. E.

Preliminary Engineering	All	Required		$ 6,000.00

Type Code 6201

Roadway (Sta. 40+50 to Sta. 46+50)(Sta. 74+00 to Sta. 90+00)(Sta. 255+50 to Sta. 275+50)
(Sta. 378+00 to Sta. 404+00)(Contract No. 5333)

Clearing and Grubbing	All	Required	$	$ 10,190.00
Drainage Excavation, Unclassified	480	cu. yds.	3.50	1,680.00
Embankment in Place	35,000	cu. yds.	0.65	22,750.00
Finishing Roadbed and Slopes	1.19	miles	1,000.00	1,190.00
Rounding Cutbanks	440	lin. ft.	0.15	66.00
12-inch Concrete Pipe	70	lin. ft.	3.10	217.00
18-inch Concrete Pipe	200	lin. ft.	5.00	1,000.00
24-inch Concrete Pipe	200	lin. ft.	5.75	1,150.00
36-inch Concrete Pipe	150	lin. ft.	10.85	1,627.50
Metal Guard Rail	1,400	lin. ft.	2.90	4,060.00
Metal Sight Posts, Double Reflector	40	only	5.75	230.00
Course Crushed Material in Base	12,500	tons	1.80	22,500.00
3/4" - 0 Material in Base	3,600	tons	2.15	7,740.00
Sprinkling	340	M-gal.	3.00	1,020.00
Preparation of Base	1.19	mile	600.00	714.00
3/4" - 0 Material in Binder Course	150	tons	3.00	450.00
Furnishing and Placing Aggregates	720	tons	4.15	2,988.00
RC-3 Asphalt	16	tons	68.00	1,088.00
120-150 Asphalt	50	tons	68.00	3,400.00
RS-1 Asphalt	14	tons	78.00	1,092.00
Asphaltic Concrete Mixture	3,600	tons	8.50	30,600.00
85-100 Asphalt in Mixture	220	tons	41.50	9,130.00
Extra for Asphaltic Concrete Approaches	14	only	26.50	371.00
Sacked Aggregate-Cement Riprap	360	cu. yds.	50.00	18,000.00
				$143,253.50
Flagging (57½% of Contractor's Cost)	All	Required		2,050.00
Work by California Oregon Power Co.	All	Required		1,600.00
Work by Redwood Telephone Co.	All	Required		16.00
Signing				800.00
	Subtotal			$147,719.50
	10% Engr. & Cont.			14,771.95
		Total		$162,491.45

Type Code X021

Rough and Ready Creek Bridge (Sta. 390+65 to Sta. 392+35)(Contract No. 5333)

Remove Old Bridge and Provide for Traffic	All	Required	$	$ 9,000.00
Shoring, Cribbing, Etc.	All	Required		3,000.00
Structural Excavation	145	cu. yds.	1.00	145.00
Structural Excavation Below Elevation Shown	30	cu. yds.	10.00	300.00
Furnish Steel Piling	300	lin. ft.	4.10	1,230.00

Drive Steel Piles	10 only	$60.00	$ 600.00
Class "A" Concrete	356 cu. yds.	75.00	26,700.00
Metal Reinforcement	85,000 lbs.	0.13	11,050.00
8-inch Metal Drain Pipe	20 lin. ft.	3.50	70.00
			$ 52,095.00

Type Code X021
West Fork Illinois River Bridge (Sta. 264+46 to Sta. 265+90)(Contract No. 5333)

Remove Old Bridge and Provide for Traffic	All Required	$	$ 20,000.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	170 cu. yds.	1.00	170.00
Structural Excavation Below Elevation Shown	40 cu. yds.	10.00	400.00
Furnish Steel Piling	480 lin. ft.	4.10	1,968.00
Drive Steel Piles	16 only	60.00	960.00
Class "A" Concrete	302 cu. yds.	75.00	22,650.00
Metal Reinforcement	79,400 lbs.	0.13	10,322.00
8-inch Metal Drain Pipe	30 lin. ft.	3.50	105.00
			$ 60,575.00

Type Code X021
Elk Creek Bridge (Sta. 76+01 to Sta. 77+40)(Contract No. 5333)

Remove Old Bridge and Provide for Traffic	All Required	$	$ 9,000.00
Shoring, Cribbing, Etc.	All Required		3,000.00
Structural Excavation	145 cu. yds.	1.00	145.00
Structural Excavation Below Elevation Shown	30 cu. yds.	10.00	300.00
Furnish Steel Piling	360 lin. ft.	4.10	1,476.00
Drive Steel Piles	12 only	60.00	720.00
Class "A" Concrete	292 cu. yds.	75.00	21,900.00
Metal Reinforcement	84,500 lbs.	0.13	10,985.00
8-inch Metal Drain Pipe	60 lin. ft.	3.50	210.00
			$ 47,736.00

Type Code X021
Dwight Creek Bridge (Sta. 42+77.9 to Sta. 43+52.9)(Contract No. 5333)

Remove Old Bridge and Provide for Traffic	All Required	$	$ 5,000.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	50 cu. yds.	13.00	650.00
Structural Excavation Below Elevation Shown	15 cu. yds.	15.00	225.00
Furnish Steel Piling	200 lin. ft.	4.10	820.00
Drive Steel Piling	8 only	60.00	480.00
Class "A" Concrete	145 cu. yds.	75.00	10,875.00
Metal Reinforcement	30,900 lbs.	0.13	4,017.00
8-inch Metal Drain Pipe	60 lin. ft.	3.50	210.00
			$ 26,277.00

Subtotal	$186,683.00
10% Engr. & Cont.	18,668.30
Total	$205,351.30

Length of Roadway - - - - - - - - - 1.188 Miles
Length of 4 Structures- - - - - - 0.100 Mile
Total Length- - - - - - - - - - - - 1.288 Miles
Cost of Roadway Per Mile- - - - - $136,777.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 3,200.00	$ 2,800.00
Roadway	162,491.45	100,300.00	62,191.45
Structures	205,351.30	127,000.00	78,351.30
	$373,842.75	$230,500.00	$143,342.75

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Estimated Cost of Work by The California Oregon Power Co.

Labor		$ 598.00
Materials		769.00
Equipment		140.00
Overhead		269.00
Less Salvage		132.00 Cr.
		$1,644.00
	Use	$1,600.00

Estimated Cost of Work by Redwood Telephone Co.

Labor		$ 16.00
	Use	$ 16.00

Oregon State Highway Department

Federal Aid
Project No. F-127(8)

ROUGH AND READY CREEK-WRIGHT CREEK (BRIDGES)

SECTION OF THE REDWOOD HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 4, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 6,000.00

Type Code 6201

Roadway (Sta. 40+50 to Sta. 46+50)(Sta. 74+00 to Sta. 90+00)
(Sta. 255+50 to Sta. 275+50) (Sta. 375+00 to Sta. 404+00)

Clearing and Grubbing	All	Required	$	$ 3,000.00
Drainage Excavation, Unclassified	480	cu. yds.	3.00	1,440.00
Embankment in Place	35,000	cu. yds.	0.4875	17,062.50
Finishing Roadbed and Slopes	1.19	miles	1,000.00	1,190.00
Rounding Cutbanks	440	lin. ft.	0.25	110.00
12-inch Concrete Pipe	70	lin. ft.	2.50	175.00
18-inch Concrete Pipe	200	lin. ft.	4.50	900.00
24-inch Concrete Pipe	200	lin. ft.	6.00	1,200.00
36-inch Concrete Pipe	150	lin. ft.	10.00	1,500.00
Metal Guard Rail	1,400	lin. ft.	3.00	4,200.00
Metal Sight Posts, Double Reflector	40	only	4.00	160.00
Coarse Crushed Material in Base	12,500	tons	1.25	15,625.00
3/4" - 0 Material in Base	3,600	tons	1.35	4,860.00
Sprinkling	340	M-Gals.	3.00	1,020.00
Preparation of Base	1.19	miles	400.00	476.00
3/4" - 0 Material in Binder Course	150	tons	2.45	367.50
Furnishing and Placing Aggregates	720	tons	3.50	2,520.00
RS-3 Asphalt	16	tons	70.00	1,120.00
120-150 Asphalt	50	tons	65.00	3,250.00
RS-1 Asphalt	14	tons	70.00	980.00
Asphaltic Concrete Mixture	3,600	tons	6.70	24,120.00
85-100 Asphalt in Mixture	220	tons	50.00	11,000.00
Extra for Asphaltic Concrete Approaches	14	only	30.00	420.00
Sacked Aggregate-Cement Riprap	360	cu. yds.	30.00	10,800.00
				$107,496.00

		$107,496.00
Flagging (57½% of Contractor's Cost	All Required	2,040.00
Work by California Oregon Power Co.	All Required	1,600.00
Work by Redwood Telephone Co.	All Required	350.00
Signing	All Required	800.00
	Subtotal	$112,296.00
	10% Engr. & Cont.	11,229.60
	Total	$123,525.60

Type Code 1021

Rough & Ready Creek Bridge (Sta. 390+65 to Sta. 392+35)

Remove Old Bridge and Provide For Traffic	All Required		$ 14,000.00
Shoring, Cribbing, Etc.	All Required		12,000.00
Structural Excavation	145 cu. yds.	$ 12.00	1,740.00
Structural Excavation Below Elevation Shown	30 cu. yds.	15.00	450.00
Furnish Steel Piling	300 lin. ft.	5.00	1,500.00
Drive Steel Piles	10 only	100.00	1,000.00
Class "A" Concrete	356 cu. yds.	80.00	28,480.00
Metal Reinforcement	85,000 lbs.	0.13	11,050.00
8-inch Metal Drain Pipe	20 lin. ft.	4.00	80.00
			$ 70,300.00

Type Code 1021

West Fork Illinois River Bridge (Sta. 264+46 to Sta. 265+90)

Remove Old Bridge and Provide For Traffic	All Required		$ 12,000.00
Shoring, Cribbing, Etc.	All Required		12,000.00
Structural Excavation	170 cu. yds.	$ 12.00	2,040.00
Structural Excavation Below Elevation Shown	40 cu. yds.	15.00	600.00
Furnish Steel Piling	480 lin. ft.	5.00	2,400.00
Drive Steel Piles	16 only	100.00	1,600.00
Class "A" Concrete	302 cu. yds.	80.00	24,160.00
Metal Reinforcement	79,400 lbs.	0.13	10,322.00
8-inch Metal Drain Pipe	30 lin. ft.	4.00	120.00
			$ 65,242.00

Type Code 1021

Elk Creek Bridge (Sta. 76+01 to Sta. 77+40)

Remove Old Bridge & Provide for Traffic	All Required		$ 12,000.00
Shoring, Cribbing, Etc.	All Required		12,000.00
Structural Excavation	145 cu. yds.	$ 12.00	1,740.00
Structural Excavation Below Elevation Shown	30 cu. yds.	15.00	450.00

Furnish Steel Piling	360 lin. ft.	$ 5.00	$ 1,800.00
Drive Steel Piles	12 only	100.00	1,200.00
Class "A" Concrete	292 cu. yds.	80.00	23,360.00
Metal Reinforcement	84,500 lbs.	0.13	10,985.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 63,775.00

Type Code X021
Dwight Creek Bridge (Sta. 42+77.9 to Sta. 43+52.9)

Remove Old Bridge & Provide for Traffic	All Required		$ 12,000.00
Shoring, Cribbing, Etc.	All Required		4,000.00
Structural Excavation	50 cu. yds.	$ 25.00	1,250.00
Structural Excavation Below Elevation Shown	15 cu. yds.	25.00	375.00
Furnish Steel Piling	200 lin. ft.	5.00	1,000.00
Drive Steel Piling	8 only	100.00	800.00
Class "A" Concrete	145 cu. yds.	80.00	11,600.00
Metal Reinforcement	30,900 lbs.	0.13	4,017.00
8-inch Metal Drain Pipe	60 lin. ft.	4.00	240.00
			$ 35,282.00
	Subtotal		$234,599.00
	10% Engr. & Cont.		23,459.90
	Total		$258,058.90

Length of Roadway	1.188 miles
Length of 4 Structures	0.100 miles
Total Length	1.288 miles
Cost of Roadway Per Mile	$103,977.77

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000.00	$ 3,200.00	$ 2,800.00
Roadway	123,525.60	76,400.00	47,125.60
Structures	258,058.90	159,400.00	98,658.90
	$387,584.50	$239,000.00	$148,584.50

RECEIVED
V 5 - 1958
FOR FILING

OREGON DISTRICT F-127(8)
When replying, refer to:
~~08-35.8~~
5323

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

October 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Redwoods Telephone Company Telephone Line Adjustment, Rough and Ready Creek-Dwight Creek (Bridge) Section, Redwood Highway, Oregon Project F-127(8)

Dear Sir:

We are today approving your agreement with the Redwoods Telephone Company for the adjustment of the telephone line at the West Fork Illinois River Bridge on the subject project, in accordance with PPM 30-4.

Adjustment of this utility may proceed.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

[illegible] to [illegible] [illegible]

RECEIVED
OCT 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM 2-129 5M
OCT 20 1958

FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 29, 1958

Peter Kiewit Sons' Company
Room 1, Sparta Bldg.
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5333, awarded Oct. 6, 1958, for structures, grading and paving on Rough and Ready Creek-Dwight Creek (Bridges) Section of the Redwood Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 20 1958
FOR FILING

F-127

5333

October 6, 1958

Peter Kiewit Sons' Co.
1024 Omaha National Bank Bldg.
Omaha 2, Nebraska

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for constructing Rough and Ready Creek-Wright Creek Bridges on the Redwood Highway in Josephine County, for the sum of $349,936.50, and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5333.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl
Encl.

NOTED
J. McC.

cc: Mr. Tom Edwards
Mr. S. H. Probert
Mr. R. O. Savage (SIAC)
Mr. I. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
[illegible] 6, 1958

Peter Kiewit Sons' Co.
1024 Omaha National Bank Bldg.
Omaha 2, Neb.

Contract for Rough and Ready Creek-Dwight Creek (Bridges) in Josephine County for which you submitted low bid on September 9, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary

OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
Accounting (5003-900)
C. W. [illegible]
Files

RECEIVED
OCT 8 1958
FOR FILING

F-127(8)

5333 When replying, refer to:
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: California-Oregon Power Company
Power Line Adjustments
Rough and Ready Creek-Dwight Creek
(Bridge) Section - Redwood Highway
Oregon Project F-127(8)

Dear Sir:

We are today approving your agreement with the California-Oregon Power Company for the adjustment of the power line at the Rough and Ready Creek Bridge and the West Fork Illinois River Bridge on the subject project in accordance with PPM 30-4.

Adjustments of this utility may proceed.

Very truly yours,

C. G. Polk
Division Engineer

Original to
Mr. Merchant

NOTED
C. S. PAXSON

RECEIVED
OCT 8 1958
FOR FILING

[illegible]

5333

When replying, refer to:
08-35.4-0

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of way have been acquired for Oregon Project F-127(8), Rough and Ready Creek & Dwight Creek Bridges on the Redwood Highway, we hereby concur as of this date in award of contract No. 5333 to Peter Kiewit Sons Co. of Vancouver, Washington, low bidder in the amount of $329,936.50 at the September 9, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

Original to
Mr. Merchant

NOTED

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON

File
F-127(8)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.4
5333

August 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-127(8), Rough and Ready Creek-Dwight Creek (Bridges) Section of the Redwood Highway, Josephine County (Structures, Grading and Paving). This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
MAY 14 1958
FOR FILING

F-127(8)

5336

May 13, 1958

Oregon State Highway Commission

Gentlemen:

One of the items in our 1960 federal-aid program is the reconstruction of the Rough and Ready Creek Bridge on the Redwood Highway southerly from Cave Junction. As a part of the reconstruction of the bridge, a slight revision will be made in the road to improve the alignment. I am attaching a copy of a map on which the details are shown and ask that the Commission approve the survey and grant authority for acquisition of the necessary right of way.

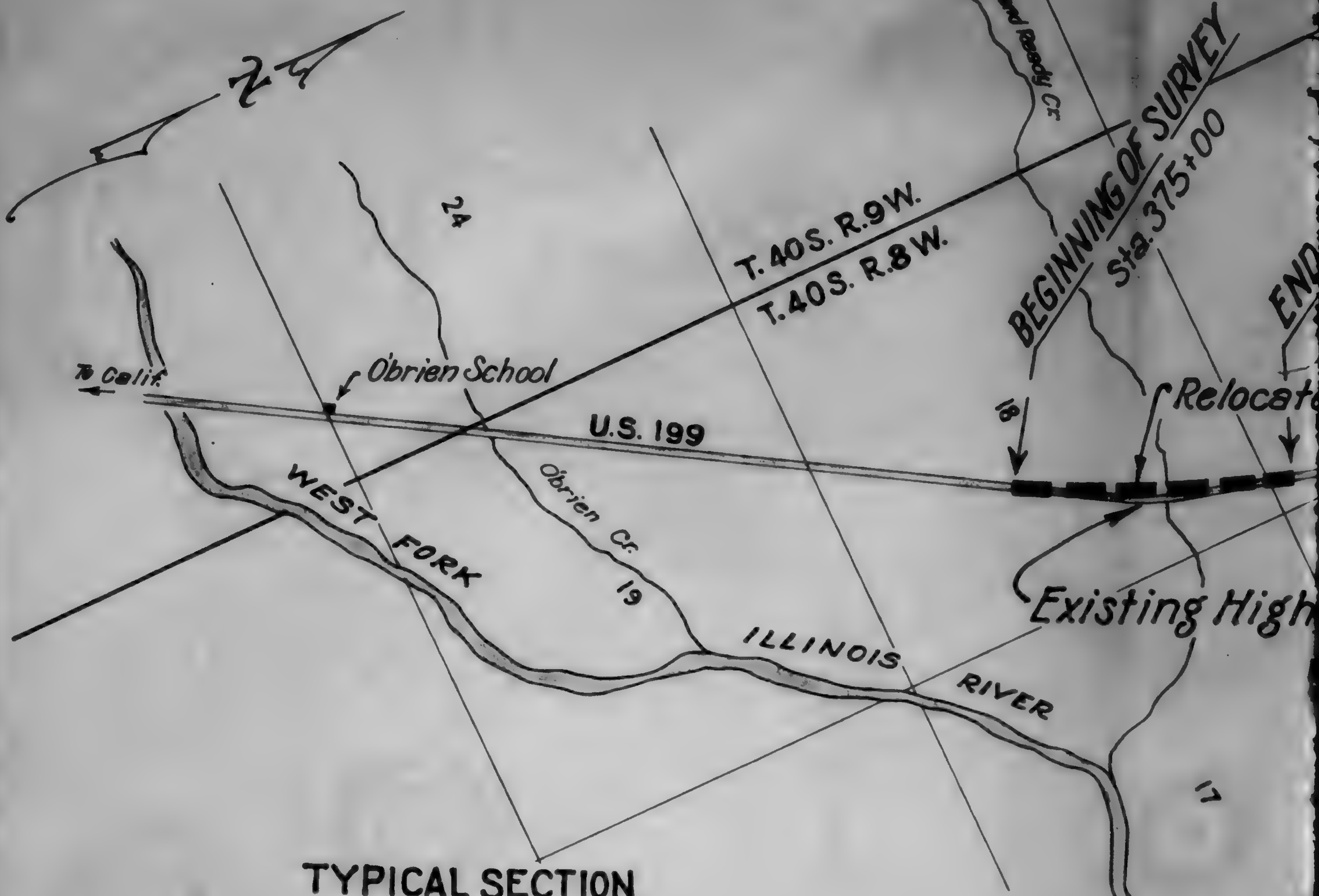
The matter will be on the agenda for your consideration at the meeting June 19-20.

Very truly yours,

W. C. Williams
State Highway Engineer

Attach.
cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me hi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To Calif.
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U.S. 199
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T.40S. R.9W.
T.40S. R.8W.
Rough and Ready Cr.
BEGINNING OF SURVEY
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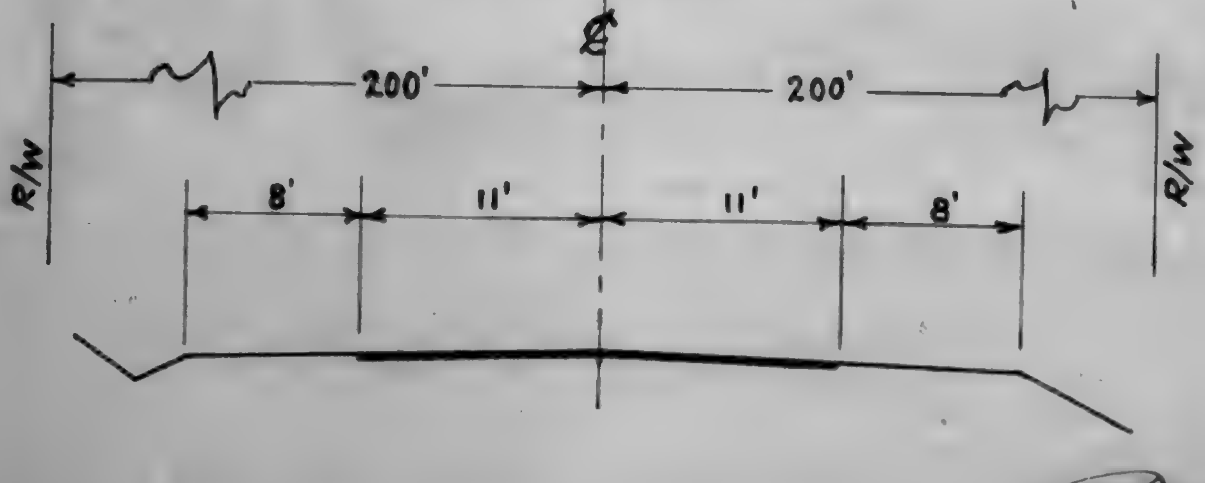
WEST FORK
O'brien Cr.
19
ILLINOIS
RIVER
17

TYPICAL SECTION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OREGON STATE H

Survey

ROUGH AND R

REDW

JOSEP

Scale 1" = 2000'

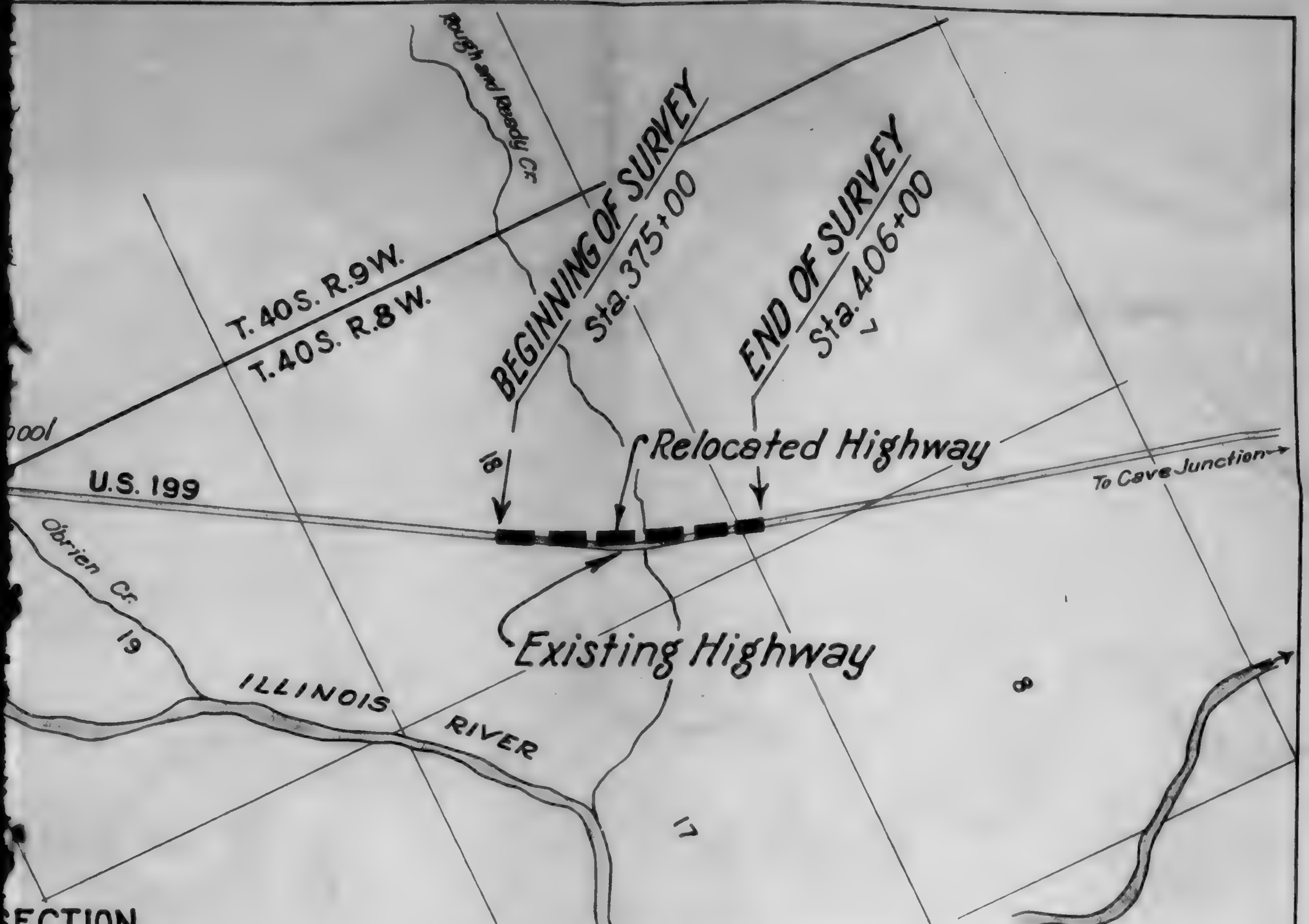
DWG.

For details See

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date May 13, 1958


Rough and Ready Cr.
BEGINNING OF SURVEY
Sta. 375+00
END OF SURVEY
Sta. 406+00
T. 40 S. R. 9 W.
T. 40 S. R. 8 W.
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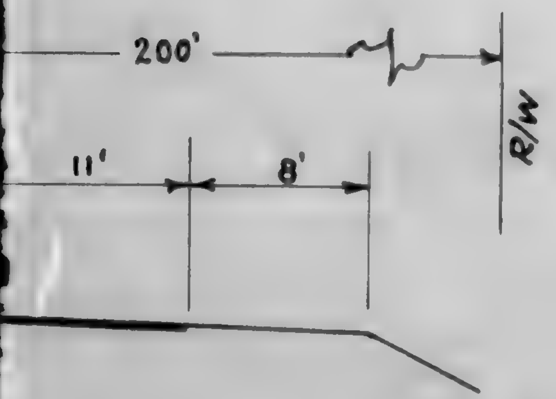
18
Relocated Highway
To Cave Junction
Obrien Cr.
19
Existing Highway
ILLINOIS
RIVER
8
17

SECTION



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ROUGH AND READY CR. SECTION

REDWOOD HIGHWAY

JOSEPHINE COUNTY

Scale 1" = 2000'   May, 1958

DWG. NO. 1R-5-1143

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date May 13, 1958

For details See Dwg. No. 8B-9-7, Apr. 1958

P

FORM E-30 10M 5-57—[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1958

F 127 (8)

5333

SUBJECT: Survey Approval Map
Rough and Ready Creek Section
Redwood Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

I am attaching eight copies of the above survey approval map for submission to the Commission.

This is presently scheduled for the August 21 letting.

Tom Edwards
Construction Engineer

By D. J. Barbee

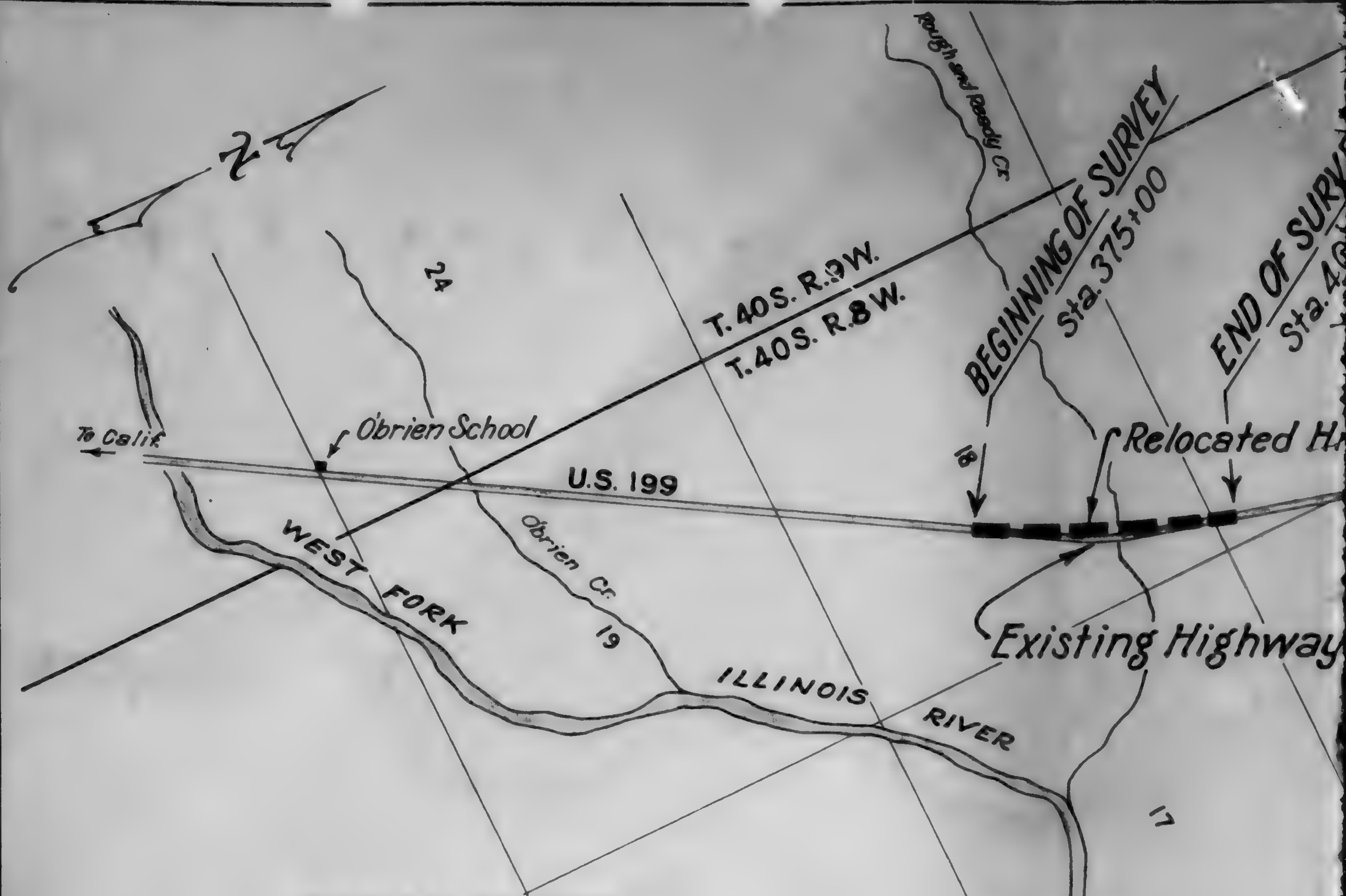
D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachments

NOTED
FORREST COOPER

RECEIVED
[illegible]
[illegible]
[illegible] ENGINEER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T.40S. R.9W.
T.40S. R.8W.
Rough and Ready Cr.
BEGINNING OF SURVEY
Sta. 375+00
END OF SURV
Sta. 4
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To Calif.
O'brien School
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18
Relocated H
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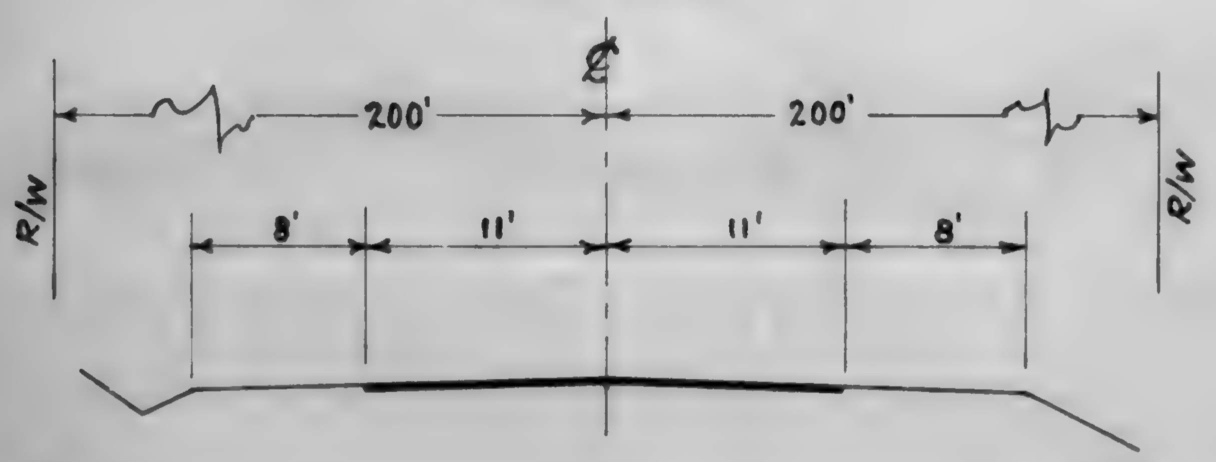
WEST FORK
ILLINOIS
RIVER
O'brien Cr.
19
17

TYPICAL SECTION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200'
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11'
11'
8'

OREGON STATE HIGHW

Survey Appr

ROUGH AND READ

REDWOOD

JOSEPHINE

Scale 1" = 2000'

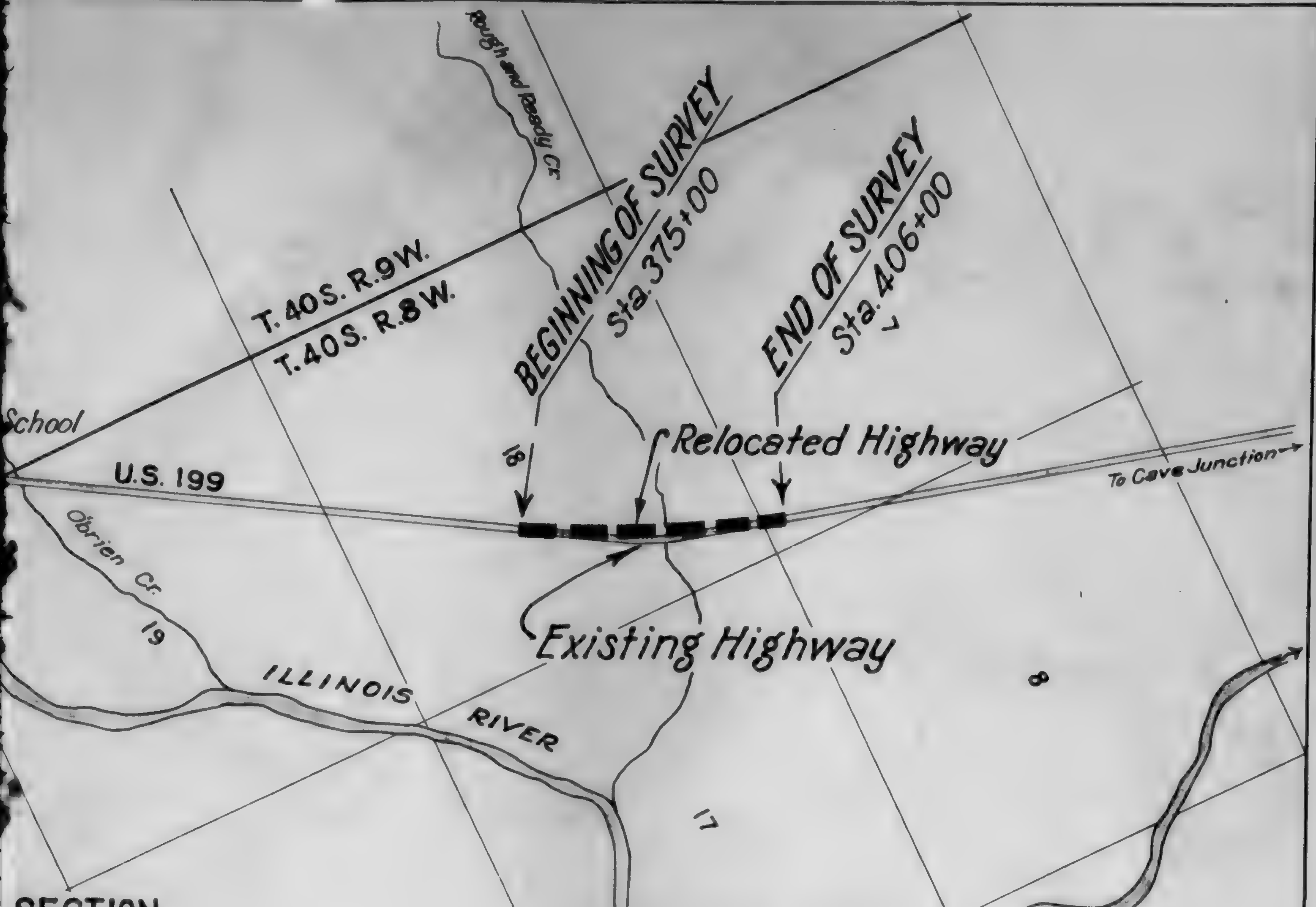
DWG.NO. 1

APPROVED

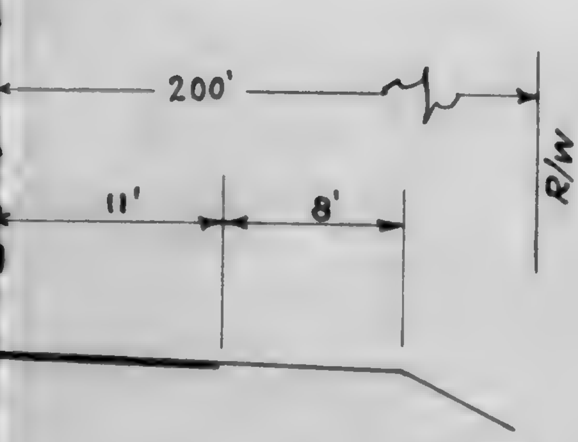
DEPUTY STATE HIGHWAY ENGINEER

Date May 13, 1958

For details See Dwg.


Rough and Ready Cr.
BEGINNING OF SURVEY
Sta. 375+00
END OF SURVEY
Sta. 406+00
T. 40 S. R. 9 W.
T. 40 S. R. 8 W.
School
U.S. 199
Relocated Highway
To Cave Junction
18
O'brien Cr.
19
Existing Highway
ILLINOIS RIVER
8
17

SECTION



OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ROUGH AND READY CR. SECTION

REDWOOD HIGHWAY

JOSEPHINE COUNTY

Scale 1" = 2000' May, 1958

DWG. NO. 1R-5-1143

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date May 13, 1958

For details See Dwg. No. 8B-9-7, Apr. 1958

1-20-58

ADDENDUM "A"

Location prospectus, Rough and Ready Creek Section, Redwood Highway, Josephine, County.

The following addendum is submitted to revise the location prospectus concerning the above mentioned section:

Paragraphs 1 through 9: Correct as per original prospectus.

Attachment: Original attachment cancelled and superceded by the attachment to this addendum.

Attach.

cc
W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
A. L. Chapman
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
Ivan D. Merchant
C. G. Swenson
G. L. Decker
I. A. DeFrance
S. H. Probert

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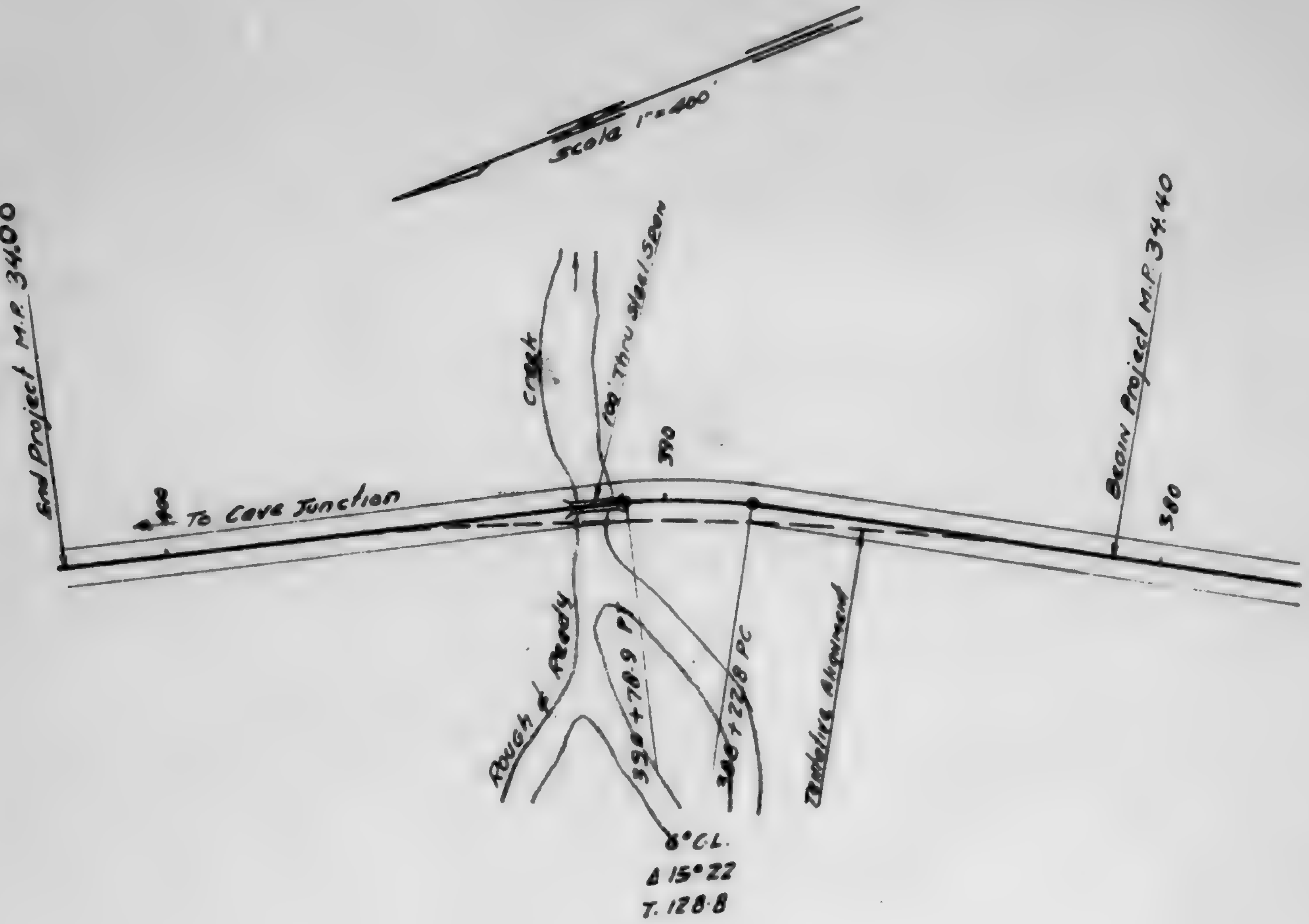
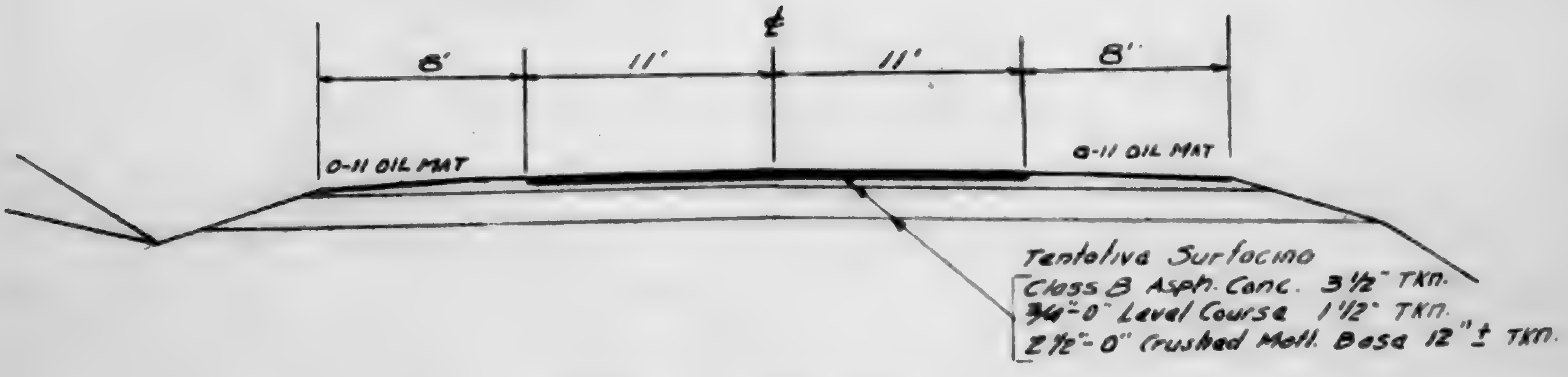
JAN 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER


Scale 1" = 400'
End Project M.P. 34.00
To Cave Junction
Creek
100' Thru Steel Span
390
Begin Project M.P. 34.40
380
Rough & Ready
390+78.9 PT
388+22.8 PC
Tentative Alignment
6° C.L.
Δ 15°22
T. 128.8


℄
8'
11'
11'
8'
0-11 OIL MAT
0-11 OIL MAT
Tentative Surfacing
Class B Asph. Conc. 3½" Tkn.
¾"-0" Level Course 1½" Tkn.
2½"-0" Crushed Matl. Base 12" ± Tkn.

— TYPICAL SECTION —

PROSPECTUS MAP

ROUGH & READY CREEK SECTION

Redwood Highway Josephine Co.

RECEIVED
JAN 13 1958
FOR FILING

F-127(8)

5333

1-9-58

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS, ROUGH AND READY CREEK SECTION, REDWOOD HIGHWAY, JOSEPHINE COUNTY

The following prospectus is submitted to cover the Rough and Ready Creek Section of the Redwood Highway in Josephine County. The southerly end of the project is at Mile Post 34.40, approximately 5.4 miles south of the town of Cave Junction and the northerly end is at Mile Post 34.00. The overall length of the project is 0.40 mile.

A complete survey is planned to determine location and length of a new bridge at Rough and Ready Creek and to prepare plans to raise approaches to eliminate inundation of the highway by flood waters.

The general route was laid by F. D. Morgan. Routine soils work will be needed to determine bridge footings and surfacing design. No special drainage problems are anticipated.

The 1956 ADT is 1,700 and the projected 1975 ADT is 4,250. This section is to be built to Class "B-60" standards. The typical section will be: two 11-foot running lanes with two 8-foot shoulders. Each shoulder area is to have an oil mat surface. A tentative base design follows:

Coarse Crushed Material	12" ±	(To be determined)
Crushed Material, Leveling	1½"	
Asphaltic Concrete	3½"	

The rise and fall and total central angle are comparable.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

The proposed route is to be "unrestricted access" and will require one bridge at Rough and Ready Creek.

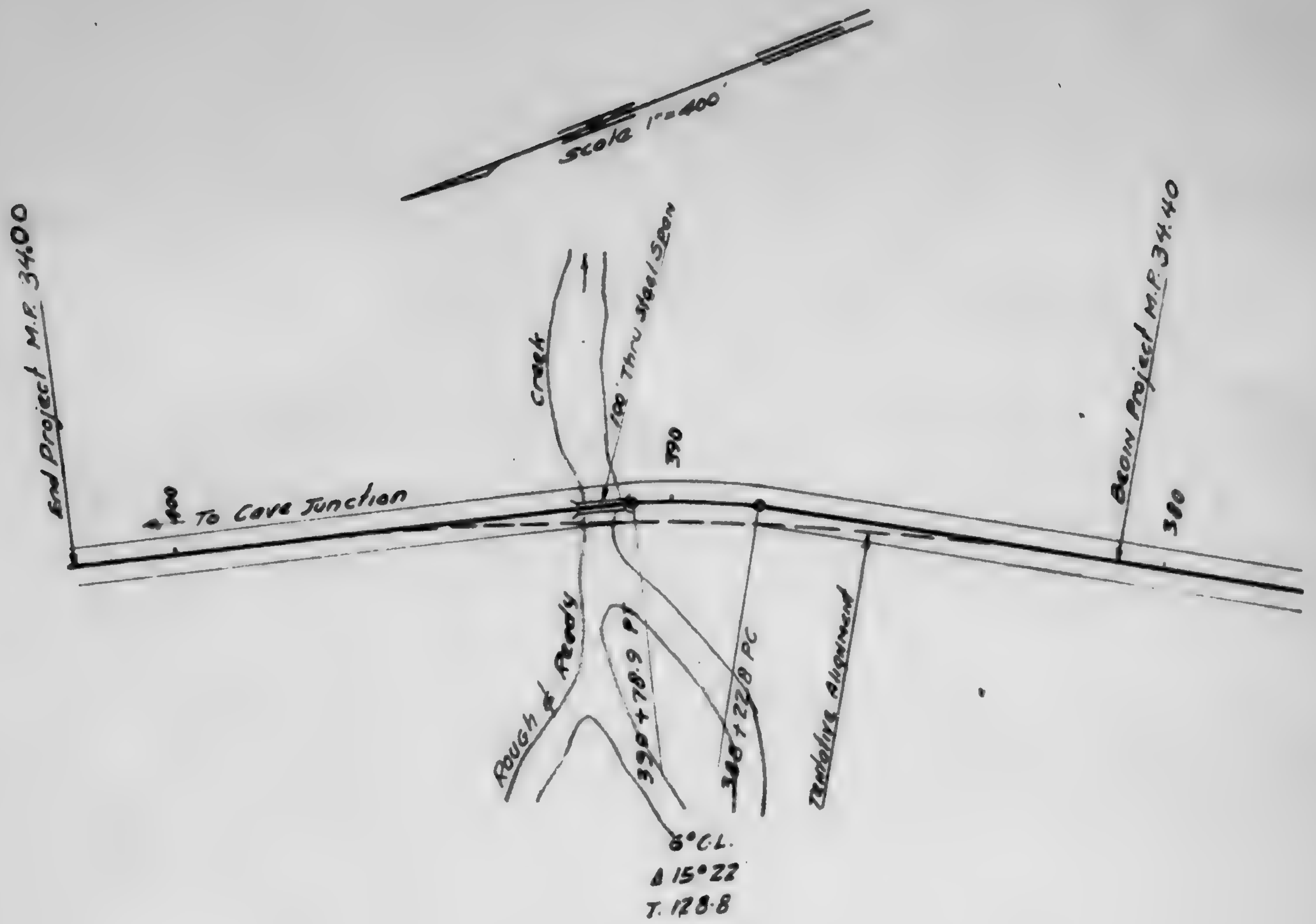
A prospective source of surfacing materials is the State-owned gravel bar on the West Fork of the Illinois River approximately 1½ miles northeast of the project.

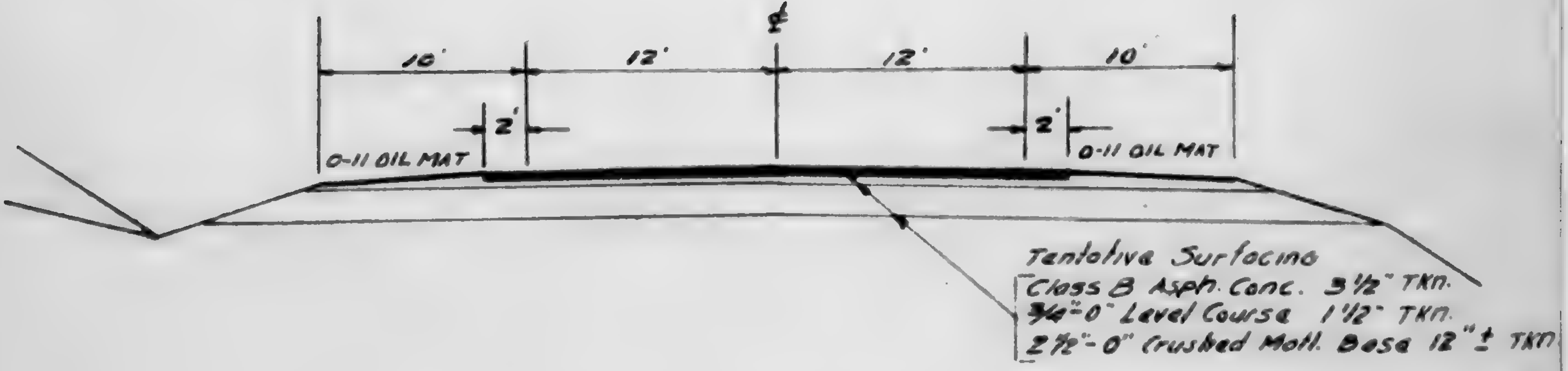
Rough and Ready Creek Forest Wayside Park lies at the north end of the project. Access will not be affected.

January 9, 1958

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
A. L. Chapman
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
Ivan D. Merchant
C. G. Swenson
G. L. Decker
I. A. DeFrance
S. H. Probert


Scale 1"=400'
End Project M.P. 34.00
400
To Cave Junction
Creek
100' Thru Steel Span
390
Begin Project M.P. 34.40
380
Rough & Ready
390+78.9 PI
388+22.8 PC
Tentative Alignment
6° C.L.
Δ 15°22'
T. 128.8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10'
12'
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0-11 OIL MAT
Tentative Surfacing
Class B Asph. Conc. 3½" Tkn.
¾"-0" Level Course 1½" Tkn.
2½"-0" Crushed Matl. Base 12" ± Tkn.

—TYPICAL SECTION—

PROSPECTUS MAP

ROUGH & READY CREEK SECTION

Redwood Highway Josephine Co.

I-82-1(11)14 Sundial-Mult. Falls 1958
I-82-2(7)15 Sec. of Col. R. Hwy.
#5334 (Paving) Folder 1

A

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AUG 27 1959

FOR FILING
FORM 530—50M—9-56—96654

~~I 82.1 [illegible] 4~~
I 82.2(7)15
5334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon
August 24, 1959

SUBJECT: Railroad Revision
Corbett Interchange Area
Sundial - Multnomah Falls Sec.
Columbia River Highway, Mult. Co.
Prefix 626-1018 Cont. 5334

To: G. S. Paxson
Asst. State Hwy. Eng'r.
Salem, Ore.

Submitted herewith in separate package R.T.E. is one roll of cross-sections showing Union Pacific Railroad revision proposed for the easterly end of the Corbett Interchange area. RB Line on cross-sections represents railroad alignment proposed by Tom Edwards.

Particular attention should be given to length and end station of proposed CS Line wall. Suggested station for end of wall is shown on cross-sections.

Please return original sections with one print as soon as possible.

Robert T. Ewen
Robert T. Ewen
Resident Engineer

cc A. E. Johnson

NOTED
G. S. PAXSON

A

RECEIVED
MAY 22 1959
FOR FILING

I 82-1(11)14
I 82-2(7)15
5334

May 21, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering signing for traffic control on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, Contract No. 5334, in connection with Federal Aid Project Nos. I-80N-1(11)14 and I-80N-2(7)15.

Signing is necessary for the direction and control of traffic flow during paving operations on the various interchange legs of the Sundial-Troutdale Interchange and Multnomah Falls Parking Area.

As construction progresses, the traffic pattern will change and revised controls of traffic flow will be required.

This signing does not include signing required of the contractor for the protection of traffic and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CRN:mfh

Enc.

RECEIVED
MAY 19 1959
FOR FILING

I-[illegible] 4
I-[illegible] 5
5[illegible]

May 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Price Agreement No. 9 covering additional crushed base material on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, Contract No. 5334, in connection with Federal Aid Project Nos. I-80N-1(11)14, I-80N-2(7)15.

It is necessary to increase the base design from 6 to 12 inches between Stations 910 and 1070 to provide an adequate foundation for the pavement. Sufficient quantities of suitable selected topping material, placed under the grading contract, were not available in excavation as had been anticipated.

The additional material will be produced at the Corbett Quarry. The allowance for additional haul is to adjust costs, the price per ton being the price bid for this item. A sheet showing computation of the haul adjustment is enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

FORM E-30 50M 11-58 15890

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1959

SUBJECT: Sundial-Multnomah Falls Section
Columbia River Highway
Contract No. 5334

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find Price Agreement #9 on subject section for furnishing and placing additional crushed material in base between Station 910 and Station 1070 due to an increase in base design from 6 inches to 12 inches. This section was designed for a total of 6 inches base course over a foot of selected subgrade material. The selected material did not materialize and it has become necessary to increase the base design between these stations in order to achieve the required foundation.

This Price Agreement provides for placing the additional 23,300 tons at the unit bid price of $1.20 per ton and an additional haul allowance on the 23,300 tons of 14 cents per ton. Included with this letter is a page showing the computations whereby the haul allowance is justified.

I have discussed this Price Agreement with Bureau Engineer Schwiesow and Polk. They both agree that the additional base material is required and that a haul allowance in addition to the bid price is justified. Since receiving the Price Agreement, I have not been able to contact Engineer Schwiesow, but believe that he will approve the order on the strength of the computations as enclosed. The contractor and the resident engineer have requested that we expedite this order as rapidly as possible and I therefore forward it through your office for action on the anticipation that the Bureau will approve and participate in the entire order.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

RECEIVED
MAY 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:fp
Enc.

SUNDIAL-MULTNOMAH FALLS SECTION
COLUMBIA RIVER HIGHWAY
CONTRACT NO. 5334

Haul adjustment for additional base rock Station 910 to Station 1070 based on hauling from Corbett and considering entire project.

248,000 Tons (bid) at 2.5 miles (ave haul) = 620,000 T. miles
Add'l 23,300 Tons at 4.45 miles = 103,685 T. miles
Total 271,300 Tons = 723,685 T. Miles

$$\frac{723,685 \text{ Ton miles}}{271,300 \text{ tons}} = 2.667 \text{ miles average haul}$$

Additional average haul = 0.167 miles
Assume \$.12 per cubic yard mile (bid on grading job in vicinity)

$$\frac{.12}{1.69 \text{ tons/cubic yards}} = \$.071 \text{ haul cost per mile}$$

.071 x .167 = .0119 per ton

Adjustment = 271,300 x .0119 = \$3,228

$$\frac{3,228}{23,300} = \$.139$$ or \$.14 per ton adjustment on additional material.

SUNDIAL-MULTNOMAH FALLS SECTION
COLUMBIA RIVER HIGHWAY
CONTRACT NO. 5334

Haul adjustment for additional base rock Station 910 to Station 1070 based on hauling from Corbett and considering entire project.

248,000 Tons (bid) at 2.5 miles (ave haul) = 620,000 T. miles
Add'l 23,300 Tons at 4.45 miles = 103,685 T. miles
Total 271,300 Tons = 723,685 T. Miles

$\frac{723{,}685 \text{ Ton miles}}{271{,}300 \text{ tons}}$ = 2.667 miles average haul

Additional average haul = 0.167 miles
Assume \$.12 per cubic yard mile (bid on grading job in vicinity)

$\frac{.12}{1.69 \text{ tons}}$/cubic yards = \$.071 haul cost per mile

.071 x .167 = .0119 per ton

Adjustment = 271,300 x .0119 = \$3,228

$\frac{3{,}228}{23{,}300}$ = \$.139 or \$.14 per ton adjustment on additional material.

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 14, 1959

SUBJECT: Sundial-Multnomah Falls Sect.
Columbia River Highway
Contract 5334

To: Mr. Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attention: Mr. F. B. Klaboe

Herewith Price Agreement No. 9 for the subject project for furnishing and placing additional crushed material in base from Sta. 910 to Sta. 1070 for increase of base design from 6" to 12".

This price agreement provides for placing the additional 23,300 tons at the bid price of $1.20 per ton with an additional haul allowance of 14¢ per ton.

Included also is a copy of our computations for haul adjustment considering the entire job and based on the average original haul of all base materials of 2.5 miles. By this method we arrive at an adjustment of 13.4¢ per ton.

Mr. Rogers of Rogers Construction Company has advised that since bidding this project, labor costs for teamsters, operating engineers, and laborers have been increased 25¢ per hour and that 75¢ per day transportation allowances have been added. Mr. Rogers stated that he had not included in his price of 14¢ per ton the increased labor charges and, from our calculations, the 14¢ per ton appears reasonable based on the premise that the material is being furnished from Corbett Quarry.

It is recommended that the enclosed price agreement be approved.

Mr. Rogers of Rogers Construction Company has requested that consideration of this price agreement be expedited in order that the placing of the additional material may proceed.

A E Johnson
A. E. JOHNSON
Assistant Division Engineer

AEJ:ds
Encs.
cc: Robert Eben

CONSTRUCTION DIVISION
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MAY 15 1959
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I-80-1(11)14

I-80-2(7)15

5334

April 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering relocating and adjusting water line and electric conduit on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, Contract No. 5334, in connection with Federal Aid Project No. I-80N-1(11)14, I-80N-2(7)15.

It is necessary that the water line and electric conduit be lowered between the "MA" and "MB" lines to complete construction of the crossing at the Multnomah Falls Park parking area. Water valves and sprinkling faucets will require relocating outside of planned work.

These lines were placed previously and the new construction and grades require their revisision.

Copies of the sketch showing work to be done are enclosed.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

A

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I 82-1(11)14
I 82-2(7)15
5334

March 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering revision of lighting and signals on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, Contract No. 5334, in connection with Federal Aid Project No. I-80N-1(11)14, I-80N-2(7)15.

It is necessary that the present steel posts be moved to complete the paving of the eastbound off-ramp. Specifications and sketch covering the work are attached to and are a part of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

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I-82 [illegible]
5334

Salem, Oregon
February 18, 1959

Mr. Floyd Query

Herewith for your files a fully executed copy of the agreement between the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, and the State covering excavation on railroad right of way at Corbett Station in Multnomah County.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

FEBRUARY 14, 1959
File: D 9079 - 32 - 6

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Work in State Quarry at Corbett

Attached for your records is fully-executed counterpart of agreement dated November 15, 1958 between the Railroads and the State of Oregon, granting permission for the removal of a portion of rock ridge between the railroad and the Quarry.

Yours very truly,

R. M. Brown

R. M. Brown,
Division Engineer

enc.
(C.D.No. 43716-1)

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STATE HIGHWAY COMMISSION

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OFFICE OF
STATE HIGHWAY ENGINEER

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When replying, refer to:
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534

February 17, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects I-80N-1(11)14 and
I-80N-2(7)15 - Sundial-Multnomah Falls
Section, Columbia River Highway.
Price Agreement No. 1, Special
Excavation Required at Corbett Quarry.

Dear Sir:

Reference is made to your letter of February 13, 1959, with accompanying legal opinion to the effect that project specifications are such that the State cannot require the contractor to remove the materials adjacent to the Union Pacific Railroad at the Corbett Quarry without separate and additional payment.

As we are also of the opinion that the quoted price of $1.25 per cubic yard is less than any bid price that could be obtained by including the work, made necessary by the railroad agreement, in the future contract for the grade separation structure, we are willing to reconsider our former decision that the work contemplated under the Price Agreement was ineligible for Federal participation.

Please resubmit the Price Agreement for our further consideration. An explanation why the work is to be performed under a price agreement, rather than as a contract item, should be typed on the back of the Agreement in such detail that other offices of the Bureau of Public Roads, unfamiliar with the situation, will understand it.

Very truly yours,

C. G. Polk
Division Engineer

orig to Edwards

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5334

February 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

The matter of removal of the material in the Corbett Quarry under Contract No. 5334 to provide additional room for the Union Pacific Railroad as per our previous verbal discussion has been referred to the Legal Department.

I attach hereto the Chief Counsel's opinion to the effect that the specifications are not such that we can require the contractor to remove this material without cost. It will be necessary that the material be removed to permit construction of the Corbett Interchange. We are of the opinion that it can be more reasonably moved under the existing contract.

Please advise if, on the basis of the attorney's opinion, you wish to proceed with the price agreement which we now hold or whether you wish us to make provision for the removing of this material as a part of the bridge and interchange contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

TE:jw fn

Forrest Cooper

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OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 10, 1959

SUBJECT: Sundial-Multnomah Falls
Section - Columbia River Hwy.
Contract No. 5334

To: Mr. Tom Edwards
Construction Engineer

OFFICE

I have for reply your letter of January 5, 1959, and apologize for not having answered the same at an earlier date.

To the best of my ability I have examined and reviewed the above-mentioned contract, the special specifications that were originally forwarded to prospective bidders, the five letters which were mailed to prospective bidders, following the mailing of the original specifications, and which modified the same, as well as various other facts and information surrounding the awarding of the contract.

Based on the above and the law on contracts, it is my opinion that under the above-mentioned contract we cannot force the contractor to make the special excavation required at Corbett quarry, as described on page 7 of the contract, without paying to him additional consideration.

F. C.
FORREST COOPER

My opinion, in part, is based on the following reasons:

Before attempting to enforce any contract one of the first things to examine is, was there a meeting of the minds of the parties to the contract. In this case bids were received on Tuesday, August 26, 1958. The letter to which you referred as having gone out to the proposed bidders notifying them of the special excavation work was dated August 22, 1958. Since that date was on a Friday prospective bidders would not have received the same until the 23rd, a Saturday, or the 25th, which would have been one day before the bids were opened. (Incidentally, the letter refers to Southern Pacific railroad tracks rather than Union Pacific tracks as mentioned in the contract).

In addition to this late modification of the specifications the contract, in three different places on pages 5 and 6, contains language which infers that the contractor in order to furnish approximately 315,000 tons of material for the contract could acquire the same from either his own or State sources. I have been informed that the special excavation is not needed for the paving job, as such, since adequate material is available from other locations, but instead was added after our negotiations with the Union Pacific Railroad Company revealed that more room was needed between the mountain side and the Union Pacific tracks, so that additional tracks could be laid by the railroad and, in addition, provide sufficient clearance between the additional tracks and our future contemplated overcrossing.

I have been informed that our engineers agree that the contractor can not make this special excavation within any of the Unit prices listed in the Contract Price Schedule due to the close proximity of the railroad, and for other reasons; and further, that our engineers have indicated that when the letter notifying the prospective bidders that they would be required to make the special excavation, it was the engineers' belief that this special excavation would be included in other bid items.

In other words, when the letter was mailed calling for the special excavation, it was felt by the Engineering Department that there would be no need for a special agreement and that the matter would be covered in other bid items within the contract, and at least it was tacitly understood the contractor was merely being informed in advance that he would be requested to do this additional work when called upon to do so, and that the compensation for the same was to be included within the specifications, and this did not turn out to be the case.

If my information on the above is correct, it would appear that at the time the bids were read and accepted it was not contemplated by either party to the contract that the special excavation would be completed within the bid price. Since there was no meeting of the minds that it should be done under the contract bid price we are not now in a position to force the contractor to do so.

L. I. LINDAS
Chief Counsel

LIL:br
cc: Forrest Cooper

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STATE HIGHWAY ENGINEER

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I 82-2(7)15
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

January 19, 1959
Salem Office

SUBJECT: Sundial-Multnomah Falls Section
Columbia River Highway
Contract No. 5334

To:
Mr. Tom Edwards
Construction Engineer
Office

I have for reply your letter of January 5, 1959, and apologize for not having answered the same at an earlier date.

To the best of my ability I have examined and reviewed the above-mentioned contract, the special specifications that were originally forwarded to prospective bidders, the five letters which were mailed to prospective bidders, following the mailing of the original specifications, and which modified the same, as well as various other facts and information surrounding the awarding of the contract.

Based on the above and the law on contracts, it is my opinion that under the above-mentioned contract we cannot force the contractor to make the special excavation required at Corbett quarry, as described on page 7 of the contract, without paying to him additional consideration.

My opinion, in part, is based on the following reasons:

Before attempting to enforce any contract one of the first things to examine is, was there a meeting of the minds of the parties to the contract. In this case bids were received on Tuesday, August 26, 1958. The letter to which you referred as having gone out to the proposed bidders notifying them of the special excavation work was dated August 22, 1958. Since that date was on a Friday prospective bidders would not have received the same until the 23rd, a Saturday, or the 25th, which would have been one day before the bids were opened. (Incidentally the letter refers to Southern Pacific railroad tracks rather than Union Pacific tracks as mentioned in the contract).

In addition to this late modification of the specifications the contract, in three different places on pages 5 and 6, contains language which infers that the contractor in order to furnish approximately 315,000 tons of material for the contract could acquire the same from either his own or State sources. I have been informed that the special excavation is not needed for the paving job, as such, since adequate material is available from other locations, but instead was added after our negotiations with the Union Pacific Railroad Company revealed that more room was needed between the mountain side and the Union Pacific tracks, so that additional tracks could be laid by the railroad and, in addition, provide sufficient clearance between the additional tracks and our future contemplated overcrossing.

I have been informed that our engineers agree that the contractor cannot make this special excavation within any of the unit prices listed in the contract price schedule due to the close proximity of the railroad, and other reasons, and further that our engineers have indicated that when the letter notifying the prospective bidders that they would be required to make the special excavation it was their belief that the same would be paid for under a special agreement rather than the contract bid price. In other words, when the letter was mailed calling for the special excavation and that such a provision would be included in the contract, it was at least tacitly understood that the contractor was merely being informed in advance that he would be requested to do this additional work when called upon to do so, but that he would be compensated for the same over and above his bid.

If my information on the above is correct, it would appear that at the time the bids were read and accepted it was not contemplated by either party to the contract that the special excavation would be completed within the bid price. Since there was no meeting of the minds that it should be done under the contract bid price we are not now in a position to force the contractor to do so.

L. I. Lindas

L. I. LINDAS
Chief Counsel

FCMcK:RN
cc: Mr. Forrest Cooper ✓

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1959

To: Mr. Leonard I. Lindas
Chief Counsel
Office

SUBJECT: Sundial-Multnomah Falls Section
Columbia River Highway
Contract No. 5334

We are in need of legal advice concerning interpretation of specifications on the above captioned job. The item in contention is the removal of some rock adjacent to the Corbett Quarry to provide room for the Union Pacific Railroad. The basic facts are these:

1. Contract plans and specifications were prepared and bids were called with no mention of the material in question.

2. Negotiations were started with the Union Pacific Railroad regarding the Corbett Quarry.

3. It became evident that additional room would have to be provided for the railroad.

4. Bids had not been received on the subject project.

5. A notice was sent to all contractors stating that the material would have to be removed and that the contract, when offered for signature, would carry the phraseology which was in fact included on Page 7 of the special provisions under the item "Special excavation required at Corbett Quarry".

6. The contractor accepted and signed the contract and claims payment as a special item. He contends that the specifications calling for the work to be done does not require that it be done at no cost.

May we please have your opinion as to whether or not special payment or additional payment in full or covered by other items in the contract should be made for this excavation. The quantity involved is 25,000 cubic yards. I attach hereto a memo from the Bureau of Public Roads in this regard.

Tom Edwards
Tom Edwards
Construction Engineer

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JAN 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

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Attach.

cc Forrest Cooper ✓

FORREST COOPER

IDAHO
MONTANA
OREGON
WASHINGTON

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

I 82-1 (14) 14
When replying, refer to
08-35.4
I 82-2 (7) 15
5334

December 22, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Sundial-Multnomah Falls Sec.
Project I-80N-2(7)15 - I-80N-1(11)14

Dear Sir:

Reference is made to your letters of November 20 and December 17 requesting Federal participation in the cost of allowing separate compensation for widening along the Union Pacific Railroad at the site of the Corbett Quarry.

The work involves 25,000 cu. yds. of rock excavation proposed to be paid for under a price agreement at a unit cost of $1.25 per cu. yd. This widening is necessitated by the construction of ramps for the interchange and is being requested by the railroad to leave space for future improvements as provided in their 1938 agreement with the State. The space for future improvements is needed for a passing track, an 18-foot clearance for off-tract maintenace equipment, and for relocation of a railroad signal line.

An addendum to the special provisions in the original contract provided for the widening along the railroad as a part of the work of obtaining surfacing materials; however, your letter states, "It is our belief that under this specification the contractor could be reasonably sure that he would receive separate compensation."

At the time the special provisions were approved by this office, it was our understanding that there would be no separate compensation. No separate pay item was included in the bid schedule; and a clause in the addendum to the special provisions stated, "The above correction will become a part of the contract, and your bid will be understood to have been made accordingly."

We construe the special provisions to preclude separate compensation, since the contractor's bid was to be prepared on the basis of obtaining a portion of the necessary surfacing materials by widening along the railroad. If the contractor were paid by price agreement for widening, it appears that he would be paid twice for the same work--once in his total bid and once by price agreement. We are therefore unable to approve participation of Federal-aid funds in the cost of separate compensation for this work.

NOTED
FORREST COOPER

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

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STATE HIGHWAY ENGINEER

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5334

December 17, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Sundial-Multnomah Falls Section
Columbia River Highway
Contract No. 5334

Dear Sir:

In accordance with your recent verbal request to Mr. L. H. Young, Assistant Construction Engineer, we submit this letter in amplification of our letter of November 20 dealing with the necessary widening along the Union Pacific Railroad at the site of the Corbett Quarry.

The work required for the necessary widening was set forth to the contractors in the form of a letter dated August 22 and was later incorporated into the special provisions for the subject-named contract under the heading "Special Excavation Required at Corbett Quarry". This provision delineates the work that is to be done in connection with the widening. In our opinion, however, this specification does not set forth a method of payment for this work. Past practices of the Highway Department have established by custom and usage that all work set forth shall also have a corresponding pay item covering this work. In some cases in the past, it has been stated that the described work was covered by one or another designated pay item. In this particular case, such was not done. It is our belief that under this specification the contractor could be reasonably sure that he would receive separate compensation for this work.

Forwarded herewith is a copy of the railroad agreements which have occasioned the work. Further information concerning these agreements is as follows:

On December 29, 1936, the State entered into an agreement with the Railroad Company for use of some of its properties for the construction of highways. Under the terms of this agreement, the State guaranteed to the Railroad Company space for future trackage on the north side of the railroad between the railroad and the relocated highways.

Subsequently, it became necessary under the 1956 Highway Act to design a four-lane freeway past this location. Practical design dictated that the area which was reserved for future trackage northerly of the railroad be utilized for the construction of the four-lane facility with interchange ramps. The Railroad Company agreed that if room were provided southerly of the main line so it could throw the main line over by use of a one-degree curve, that this would provide adequate room northerly of the then relocated railroad main line. This action resulted in throwing the future construction of the railroad into solid rock work which would not have been necessary under the original plan. Because of this, it was agreed between the State and the Railroad that such grading should be done along the railroad and in front of the Corbett Quarry so as to provide a situation comparable to that which would have been obtained under the original plan.

In order to accomplish this, the State and the Railroad entered into a supplemental agreement which, at this time, is undated and has been approved by the Highway Commission, but is awaiting the signature of the Railroad.

In view of this and of reasons previously set forth in our letter of November 20, it is requested that federal participation be granted for this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards

LHY:fp fn

PRESENT PROPOSED AGREEMENT

THIS AGREEMENT made this day of 1958, by and between OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, an Oregon corporation, and its lessee UNION PACIFIC RAILROAD COMPANY, a Utah corporation (hereinafter collectively called "Railroads"), parties of the first part, and the STATE OF OREGON, by and through its State Highway Commission (hereinafter called "State"), party of the second part,

WITNESSETH:

RECITALS:

1. The State owns and operates a rock quarry adjoining and southerly of the Railroads' main-line right of way and track in Section 27, Township 1 North, Range 4 East, Willamette Meridian, at Corbett in Multnomah County, Oregon, approximately at Railroad Mile Post 20.37.

2. In order to produce material for highway construction the State desires to remove certain rock and earth between said quarry and the Railroads' said main line, including rock and earth located on the Railroads' property between the points hereinafter mentioned, and the State has requested the Railroads to assent to the taking and removal of such rock and earth by the State. The Railroads are willing to grant such assent upon and subject to the terms, provisions and conditions hereinafter stated.

NOW, THEREFORE, it is agreed by and between the parties as follows:

Section 1. LICENSE GRANTED.

(a) So far as they lawfully may do so, the Railroads hereby grant to the State, subject to each and all of the terms, provisions, conditions and exceptions contained in this agreement, a license at the State's own expense and without expense whatsoever to the Railroads, to excavate, take and remove earth and rock from that part of the Railroads' property in Government Lot 1, Section 27, Township 1 North, Range 4 East, Willamette Meridian, in Multnomah County, Oregon, lying southerly of the Railroads' main track as now located easterly of Railroad Engineer's Station 1135 and westerly of Railroad Engineer's Station 1142, to the elevation hereinafter described.

(b) The Railroads grant the State only the license above described for the purpose aforesaid and no other or greater estate. Said license is granted only in so far as the Railroads lawfully may grant the same, and the Railroads make no covenant or warranty to the State. Said license includes only that part of the Railroads' property identified in paragraph (a) of this section and no other property, and the State shall not encroach upon, occupy or use any other property of the Railroads.

(c) The State's right to use the railroad property identified in this agreement is limited strictly to the purpose described in this agreement, and the State shall not use or permit use of said property or any part thereof for any other purpose, except use by the Railroads and by others heretofore or hereafter admitted by the Railroads to the use thereof.

(d) The term of this license shall be and is the period of one (1) year commencing on the 15th day of July 1958; but if the State sooner completes the work contemplated hereby, then this license shall expire and terminate upon such completion.

(e) Neither this agreement nor anything contained herein shall operate or be construed as consent by the Railroads to any plans or proposals of the State for highway construction, grade separation or other projects or operations, and it is expressly understood and agreed that the Railroads are not committed thereto.

(f) The license hereby granted is subject to any and all encumbrances and rights (whether public or private) and to any extensions and renewals thereof.

Section 2. PERFORMANCE OF WORK.

(a) The State at its own expense and without expense to the Railroads, shall and will excavate and remove all earth and rock above an elevation equal to the present subgrade of the Railroads' main track, from that part of the Railroads' property described in Section 1(a) of this agreement, lying southerly of the Railroads' said main track and northerly of a line twenty-two (22) feet south of and parallel with a 1° curve with appropriate spirals, between the existing railroad tangents at Railroad Engineer's Stations 1135 and 1142. Said work shall be performed and completed by the State in a manner satisfactory to the Railroads' Chief Engineer or his authorized representative.

(b) Said work of the State shall be performed and completed with reasonable diligence and in any event within one (1) year from the date of this agreement. No part of said work shall be suspended, discontinued or unduly delayed without the Railroads' written consent and subject to such reasonable conditions as the Railroads may specify.

(c) The Railroads at the expense of the State may perform such work and take such action as the Railroads may deem necessary to protect their operations and property (including but not by way of limitation, tracks, communication lines and signal lines), and may furnish such engineering, inspection, watchman and flagman service as in their judgment may be necessary to protect their said operations and property. The State will promptly reimburse the Railroads for all expense incurred by the Railroads because of the things mentioned in this paragraph.

Section 3. SAFETY MEASURES. All work of the State contemplated by this agreement (whether within or outside of railroad property) shall be performed and accomplished without interruption to or delay of operations of the Railroads or of others lawfully occupying or using their property or facilities, and without interruption to or delay of continuous railroad traffic. It is understood and recognized that safety and continuity of railroad operations are of utmost importance, and in order that they may be adequately safeguarded, protected and assured, and in order that accidents may be prevented and avoided it is agreed with respect to all work of the State, its contractors and subcontractors contemplated by this agreement (whether within or outside of railroad property) that:

(a) Neither the State nor its contractors or subcontractors shall do, suffer or permit anything which will or may obstruct, endanger, interfere with, hinder or delay maintenance or operation of the Railroads' tracks, trains or facilities or appurtenances thereof.

(b) The State, at its own expense, shall adequately police and supervise all work to be performed by it or its contractors or subcontractors; shall regulate the conduct thereof in such manner that the prosecution thereof will not endanger, interfere with, hinder or delay operations of the Railroads or of others lawfully using or occupying railroad property or facilities, and shall not inflict injury to persons or damage to property for the safety of whom or of which the Railroads or such others may be responsible, or to property of the Railroads or such others.

(c) If at any time the State Highway Engineer of Oregon and the Chief Engineer of the Railroads or their respective representatives shall be of the opinion that any work contemplated by this agreement is being or is about to be done or prosecuted without due regard and precaution for safety and security, the State shall cause such work to be suspended until suitable, adequate and proper protective measures are adopted and provided.

(d) Neither the State nor its contractors shall cause, suffer or permit material or debris to be deposited or cast upon, or to slide or fall upon any property or facilities of the Railroads (whether or not described in this agreement) in connection with or as a result of any work contemplated by this agreement; and any such material and debris shall be promptly removed from the Railroads' property by the State at its own expense, and any damage caused thereby shall be promptly restored and repaired by the State at its own expense, or by the Railroads at the expense of the State.

(e) If the State or its contractors or subcontractors use any explosives on or in the vicinity of railroad property or operations, said explosives shall be discharged only after the giving of adequate notice to the Railroads and at such times as will not endanger railroad property and operations. Without limiting the foregoing, it is agreed that the State, its contractors or subcontractors, shall not discharge any explosives in the vicinity of the railroad tracks at any time when in the judgment of the Railroads such discharge would be dangerous or would interfere with railroad operations; and with respect to any blasting in the vicinity of the railroad tracks, the State, at its own expense, shall take all measures and precautions necessary to guard and protect railroad facilities against danger of damage, destruction or interference.

(f) The State shall not place any combustible material upon or about the premises of the Railroads, nor erect any structure thereon (except as herein otherwise provided), nor cause or permit the view along the tracks of the Railroads to be obstructed, nor obstruct or interfere with the drainage ditches or drainage facilities of the Railroads.

(g) If the State, its contractors or subcontractors, shall excavate from existing slopes adjacent to the tracks of the Railroads or create new slopes in the performance of any work contemplated hereby, the State, its contractors or subcontractors, shall so excavate from existing slopes and construct new slopes that the pitch of same shall not be excessive, nor create undue hazards of slides or falling rock, nor impair or endanger the clearance between said existing or new slopes and the tracks of the Railroads.

(h) The State shall not change or alter the drainage in said area nor impair or interfere with the Railroads' drainage facilities nor cause water to flow or collect upon the Railroads' property.

(i) Before commencing any work contemplated by this agreement, the State or those acting under its authority shall give reasonable notice of the time when such work shall commence, to the Superintendent of the Railroads, and shall cooperate with the Railroads in every reasonable way for the adequate protection of railroad facilities and operations during progress of the work.

(j) The State shall not do or cause to be done in the performance of any work contemplated hereby, anything which will or may disturb the stability of any area so as to affect adversely the tracks or facilities of the Railroads.

(k) The State's responsibility for safe conduct and adequate policing and supervision of the project shall not be lessened or otherwise affected by the Railroads' approval of plans or specifications, or by the Railroads' collaboration in performance of any work, or by the presence at the work site of railroad representatives, or by the compliance by the State or its contractors with any requests or recommendations made by such representatives. If a railroad representative is assigned to the project, the State and its contractors will give due consideration to suggestions and recommendations made by such representative for safety and protection of railroad property and operations.

Section 4. INJURY AND DAMAGE. If the State or its contractors, subcontractors, agents, servants or employees, shall in the performance of any work contemplated by this agreement, injure, damage or destroy any property of the Railroads or of any other corporation, person or firm lawfully occupying property of the Railroads, the State shall restore or replace such damage at its own cost and expense.

Section 5. INSURANCE.

(a) Before work is commenced on the project, the State without expense to the Railroads shall furnish and deliver to the Railroads, or shall require each of its contractors to furnish and deliver to the Railroads, a public liability and property damage insurance policy or policies in favor of the Railroads; and the State without expense to the Railroads, at all times during the progress of and until final completion of the project, shall keep and maintain, or cause its contractors to keep and maintain, such policy or policies in full force and effect.

(b) Said public liability insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of bodily injuries to or death of more than one person in any one occurrence. Said property damage insurance shall provide for a limit of not less than Two Hundred Thousand Dollars ($200,000) for all damages arising out of injury to or destruction of property in any one occurrence and, subject to that limit, a total (or aggregate) limit of Five Hundred Thousand Dollars ($500,000) for all damages arising out of injury to or destruction of property during the period of work.

(c) The terms "person" or "persons" as herein used shall include employees and passengers of the Railroads as well as other persons, and the term "property" as herein used shall include as well as other property, property owned by and property in the care, custody or control of the Railroads.

(d) Each such insurance policy shall be issued by a reliable insurer authorized to do business in the State of Oregon and satisfactory to the Railroads, and each such policy shall be in form and substance satisfactory to the Railroads. Said policy or policies shall be delivered to and remain in the possession of the Railroads.

Section 6. NO PERSONAL LIABILITY. Nothing contained in this agreement shall impose any personal financial responsibility upon any member of the Oregon State Highway Commission, or upon said Commission's officers, agents or employees, nor relieve any of them from any obligations for which they would otherwise be liable.

Section 7. SUCCESSORS AND ASSIGNS. This agreement shall be binding upon and inure to the benefit of the parties hereto, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this agreement as of the day and year first herein stated.

OREGON-WASHINGTON RAILROAD &
NAVIGATION COMPANY,
UNION PACIFIC RAILROAD COMPANY

By ______________________
President

Attest:

____
Assistant Secretary

STATE OF OREGON, by and through
its State Highway Commission

By ______________________
As Chairman

By ______________________
As Commissioner

By ______________________
As Commissioner

APPROVED:

____
State Highway Engineer

APPROVED AS TO FORM:

____
Chief Counsel

____
Assistant Counsel

ATTEST:

____
Secretary

RECEIVED
DEC 10 1958
FOR FILING

November 18, 1958

Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

I am returning herewith duplicate copies of the agreement between the Union Pacific Railroad Company and the State Highway Commission covering the removal of rock at Corbett. These have been executed by the State Highway Commission and are ready for completion by your principals. Will you please return one fully executed copy to us for our files.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.

cc Mr. W. C. Williams

RECEIVED
NOV 28 1958
FOR FILING

5334

November 26, 1958

Mr. R. M. Brown
Division Engineer
Union Pacific Railroad Company
2525 No. Larrabee Ave.
Portland 17, Oregon

Dear Sir:

We are returning to you the two copies of the agreement between the State Highway Commission and the Oregon Washington Railroad Company granting permission for excavation on the railroad right of way at Corbett, Oregon. The seal has now been affixed.

We are sorry if this has caused you any inconvenience.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

NOVEMBER 24, 1958

File Ref. D 9079 - 32 - 6

Mr. Floyd Query,
Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Mr. Paxson, with his letter of November 18th, sent me the signatory copies of an agreement between the Highway Commission, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, granting permission for excavation on the Railroad right-of-way at Corbett, Oregon.

In looking over the document it is noted the Commission seal has not been affixed. Will you please impress the seal on the signatory copies which are attached and return them to me for further handling?

Yours very truly,

R. M. Brown

R. M. Brown,
Division Engineer

encs.

RECEIVED
NOV 26 1958
FOR FILING

I-82-1 (11) 14
I-82-2 (7) 15
5334

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 26, 1958

Rogers Const. Co.
11760 N. E. Glisan St.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5334, awarded Oct. 7, 1958, for paving on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
NOV 25 1958

FOR FILING

I-2(11)14
I-2(7)15
5334

November 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 6, 1958, on Contract No. 5334, Sundial-Multnomah Falls Section, in Multnomah County, in connection with Federal Aid Project Nos. I-80N-1(11)14, I-80N-2(7)15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

A

RECEIVED
NOV 21 1958

FOR FILING
I-82-1(11)14
I-82-[illegible]15
5334

November 2 , 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

During the past two days, members of the staff of this department have held several meetings with members of your staff concerning the method of handling the necessary widening for future railroad facilities at the Corbett interchange on the Sundial-Multnomah Falls Section of the Columbia River Highway now under contract to the Rogers Construction Company. Your decision has been that the Bureau of Public Roads cannot cooperate in the cost of this necessary widening due to the absence of a railroad agreement submitted at the [illegible] stage. You have, in essence, given us the following two alternates for handling this work:

(1) The excavation may be divorced from the subject contract and placed in a bridge contract for the Corbett Overcrossing to be let some time next spring.

(2) Proceed with the necessary excavation by price agreement under the existing contract entirely with State funds.

We are of the opinion that it is not entirely appropriate that the State be required to pay for this excavation, as it is a legitimate and a necessary right-of-way obligation. We would further like to call your attention to the probable costs involved in this work. If handled by the new contract method, the work would be necessarily handled by a bridge contractor poorly equipped to do the 25,000 yards of excavation. In addition, the disposal of this material would become troublesome and costly since the material would probably have to be used to uniformly widen fills for a considerable distance. We estimate that said excavation would cost $2.00 a yard plus 12½ per cent for engineering and contingencies, or a total of $56,250. If handled by price agreement under the existing grading contract, whereby the contractor is fully equipped to handle rock excavation and whereby he has adequate facilities for disposing of said material, we would be able to get the necessary excavation at a price of approximately $1.25 per cubic yard, or a total cost of $65,156 including the usual 12½ per cent for engineering and contingencies. The estimated savings by handling the material under proposal No. 2 above amounts to approximately $22,000.

In view of the above facts, your reconsideration of federal participation in proposal No. 2 as outlined above is solicited.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

FBK:fp fn

RECEIVED
NOV 20 1958
FOR FILING

5334

Salem, Oregon
November 19, 1958

Excavation of rock on Union
Pacific R/W at Corbett

Mr. Tom Edwards

Herewith a copy of a permit of entry allowing us to excavate on the Railroad Company's right of way at Corbett.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. A. G. Shelton

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

Office of Division Engineer
2525 North Larrabee Avenue
Portland 17, Oregon

NOVEMBER 10, 1958

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

Referring to your recent request for permission to excavate rock and earth from railroad property opposite the State's quarry at Corbett, Oregon:

While the Railroad is willing that the rock be removed from the right-of-way, it was thought best that permission be covered by a formal agreement rather than tying it into another project on which negotiations have not advanced far enough for formal agreement.

Will you please review the draft, of which signatory copies are attached, and if satisfactory arrange for execution on behalf of the Commission, being sure to fill in the date of execution at the top of page 1? It is suggested that the same date be used in paragraph (d) on page 2.

I am authorized to say that the State may proceed with the work before completion of this agreement, with the understanding that the State will execute the agreement in the form enclosed, and that the terms shall apply from the time of commencement of the work.

Upon execution of the agreement on behalf of the Highway Commission, please return both copies to me for submission to my principals. When the agreement has been completed a fully-executed copy will be returned for your record.

Yours very truly,

R. M. Brown

R. M. Brown,
Division Engineer

RECEIVED
NOV 12 1958
OFFICE OF
STATE HIGHWAY ENGINEER

enc.

RECEIVED
NOV 18 1958
FOR FILING

5334

Salem, Oregon
November 18, 1958

Mr. G. E. Rohde
Assistant Counsel
Office

Attached are two copies of an agreement with the Oregon Washington Railroad & Navigation Company and Union Pacific Company relative to the removal of rock by the State, or its contractor, from the Railroad's right of way between railroad engineering stations 1134 and 1142. These copies have been executed by the State Highway Commission and are ready for the signatures of the Railroad Officials.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 13, 1958

SUBJECT:

To: Mr. G. S. Paxson
Assistant State Highway Engineer

Office

Herewith is the original and one copy of the proposed form of agreement between the State Highway Commission and Union Pacific Railroad Company relative to the removal of rock by the State, or its contractor, from the Railroad's right of way between railroad engineering stations 1134 and 1142. Both have been reviewed and approved as to form.

We would appreciate being furnished a copy of the conformed agreement after its execution for our files.

G E Rohde
G. E. ROHDE
Assistant Counsel

GER:bk
Attach.

signed by Com.
11-15-58
in Ontario
F.G.

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date Nov 13, 58

RECEIVED
NOV 13 1958
FOR FILING

I-82-1[illegible]
I-8[illegible]
5334

November 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, Contract No. 5334, in connection with Federal Aid Project No. I-80N-1(11)14, I-80N-2(7)15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encl.

RECEIVED
OCT [illegible] 1958
FOR FILES

[illegible]
[illegible]
5334

October 24, 1958

Mr. G. H. Baker, Superintendent
Union Pacific Railroad
2525 N. Larrabee
Portland 17, Oregon

Your File D 9079 - 32 - 6

984

Dear Sir:

In accordance with your request of October 16, I am forwarding, under separate cover, a set of construction drawings (1" = 100'), sheets 1 to 17 inclusive, on the Sundial-Multnomah Falls Section of the Columbia River Highway.

If your inspection reveals that we are proposing fencing in areas not in accordance with our right-of-way easements, please advise so that necessary instructions can be issued to correct the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

EAP:dmh:ar

cc to: Forrest Cooper
Tom Edwards

Form 2552
2-52-150M

UNION PACIFIC RAILROAD COMPANY

Office of Superintendent
2525 North Larrabee Avenue
Portland 17, Oregon

REFERRED TO
Cooper

OCTOBER 16, 1958

File Ref. D 9079 - 32 - 6

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Atten: Mr. G. S. Paxson,
Assistant State Highway Engineer

Dear Sir:

Paving - Sundial-Multnomah Falls Section,
Columbia River Highway

In looking over the construction plans for the captioned work, it is noted that in some instances the Highway Department is proposing fences which do not conform to existing right-of-way easements. In order that a better check of these conditions may be made, it would be appreciated if you would please furnish me a set of the construction drawings (1" = 100'), Sheets 1 to 17, inclusive.

Yours very truly,
G. H. Baker

G. H. Baker,
Superintendent

RECEIVED
OCT 17 1958
STATE HIGHWAY [illegible]

A

RECEIVED
OCT 23 1958
FOR FILING

I82 10-1 14
I82-2(7)15
5334

October 22, 1958

Mr. H. E. Haacke, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Ave.
Portland 12, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5334 for paving work on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

In general, the work to be performed under the contract will not interfere with railroad facilities except for removal of Stebco haul structure over your company's tracks at Station 1170+00, and hauling material from Corbett Quarry across your company's tracks at public crossing under conditions as set forth on pages 7, 8 and 9 of the special provisions.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad public liability and property damage liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSouza

Mr. R. M. Brown, Dist. Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

RECEIVED
OCT 13 1958
FOR FILING

I-82-1(11)14
I-82-2(7)15
334

October 10, 1958

975

Honorable Richard L. Neuberger
United States Senator
326 New U. S. Court House
Portland, Oregon

Dear Senator Neuberger:

I am pleased to reply to your letter of September 25 having reference to the present status of plans for replacement of commercial fishing and boating facilities at Corbett Landing on the Columbia River freeway.

Reviewing the earlier status of this, we first discussed matters with the Northeast Multnomah County Community Association, and it was found that it desired that a launching ramp and access thereto be provided at the Corbett area which would be to replace a formerly privately owned facility at Reed Landing. The launching ramp was rejected by the Bureau of Public Roads, and the State was not permitted to advertise for bids until such details were removed from the proposed project. It was later determined that we would go ahead with the calling for bids and that the State would provide the necessary funds for the boat-launching facility.

Subsequent to this, the Bureau of Public Roads, after further consultation, agreed to permit the construction of the boat-launching facility as a part of the Interstate System, and such a facility is now included in our plans. I am attaching hereto, for your information, a sketch map on which is indicated, in purple color, the structure forming a traffic interchange with overpasses of both the freeway and the railroad at Corbett, and you will note on the northerly side of the freeway a roadway leading to the boat-launching ramp and/or other fishing facilities. This road, as well as the launching ramp, will be paved, and I am certain that it should be satisfactory to users thereof. It will be much safer than the former facility, which required the crossing of the Union Pacific railroad and the Columbia River Highway at grade, and at that location sight distance from the west was considerably restricted. Passage to and from the fishing and boat-launching facilities will now be entirely safe by reason of the overpass and will afford access not only from the Corbett area but from the freeway as well.

If there is any more information I can give you with respect to this matter, please advise, and I will reply promptly.

Cordially yours,

W. C. Williams
State Highway Engineer

WCW:ms

Enclosure

cc Mr. Forrest Cooper
Mr. Tom Edwards

JAMES E. MURRAY, MONT., CHAIRMAN
CLINTON P. ANDERSON, N. MEX.
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GORDON ALLOTT, COLO.
RICHARD L. CALLAGHAN, CHIEF CLERK

United States Senate
COMMITTEE ON
INTERIOR AND INSULAR AFFAIRS

September 25, 1958

Oregon Office
326 New U. S. Court House
Portland, Oregon

REFERRED TO
Cooper
State Highway Engineer

Oregon State Highway Department
Salem, Oregon

PLEASE RETURN TO
FORREST COOPER

Dear Sir:

The Bureau of Public Roads has suggested that I inquire of your Department concerning the current plans for replacement of commercial fishing, boating and other facilities at Corbett Landing, in connection with federal highway construction in that area.

I understand that new plans have been formulated since the Bureau of Public Roads rejected the proposal of the Northeast Multnomah County Community Association, and that some construction will take place, solely with state funds.

I would appreciate a report on the State Highway Department plans for construction at Corbett Landing, at your earliest possible convenience. Thank you for your cooperation.

With best wishes, I am,

Sincerely,

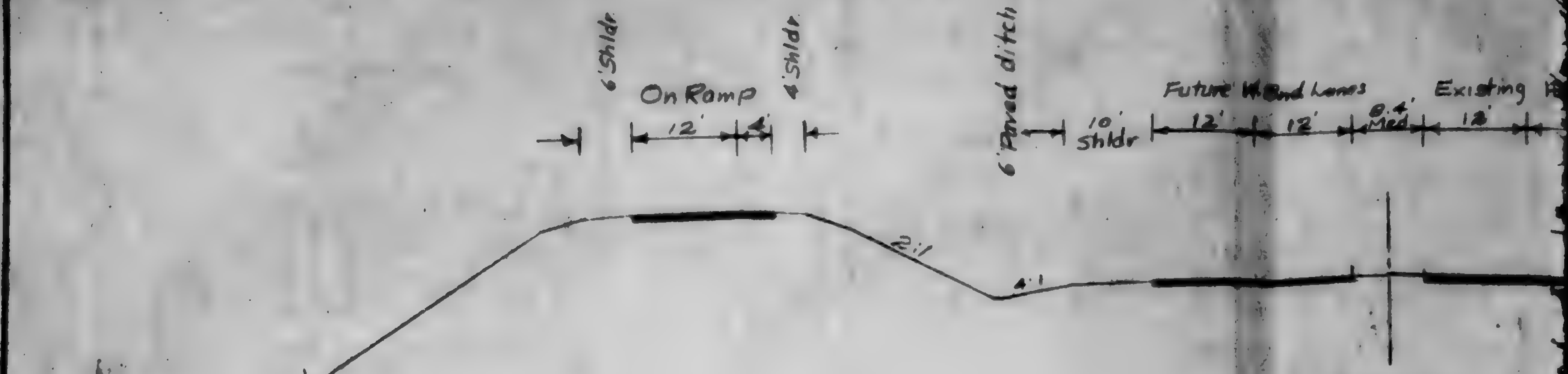
Dick

Richard L. Neuberger
United States Senator

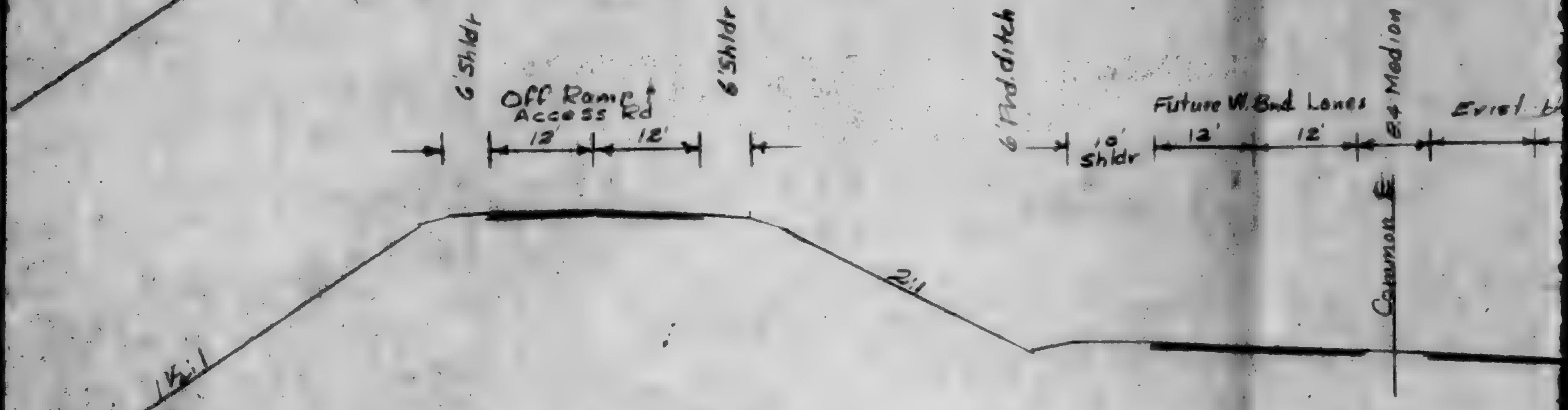
RLN:eg

Fdw.
Traff Plns.

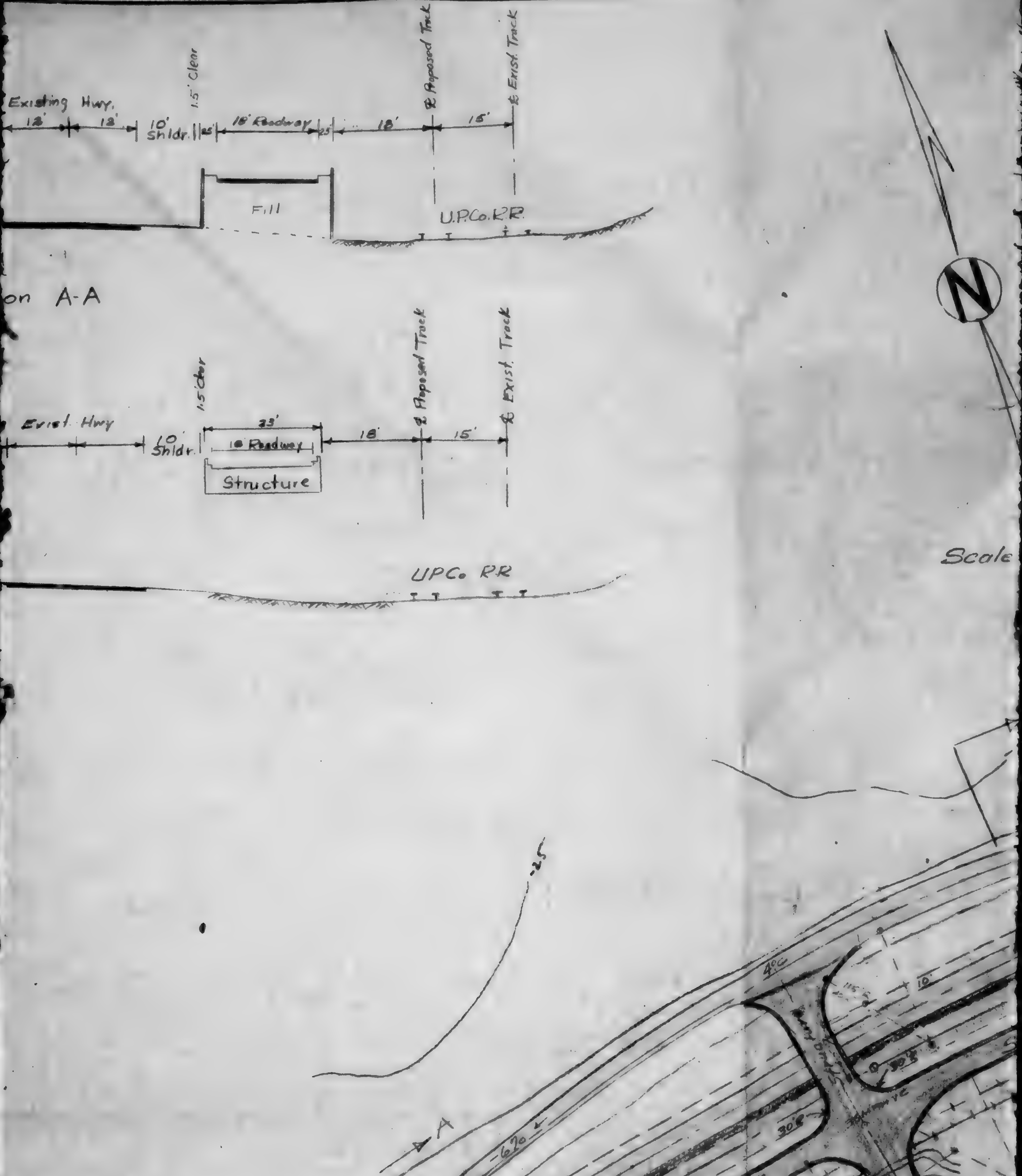
RECEIVED
SEP 29 1958
OREGON
STATE HIGHWAY COMMISSION


6' Shldr
On Ramp
4' Shldr
12'
4'
2:1
1½:1
4:1
6' Paved ditch
10' shldr
Future W. Bnd Lanes
12'
12'
8.4' Med
Existing
12'

Section A-


6' Shldr
Off Ramp & Access Rd
12'
12'
6' Shldr
2:1
1½:1
6' Pvd. ditch
10' shldr
Future W. Bnd Lanes
12'
12'
8.4' Median
Exist.
Common ℄

Section B-B


Existing Hwy.
12'
12'
10' Shldr.
1.5' Clear
.25
18' Roadway
.25
18'
15'
℄ Proposed Track
℄ Exist. Track
Fill
U.P.Co.R.R.
on A-A
Exist. Hwy
10' Shldr.
1.5' Clear
23'
18 Roadway
Structure
18'
15'
℄ Proposed Track
℄ Exist. Track
UPCo RR
N
Scale
-.25
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115'
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30'
30'
Structure
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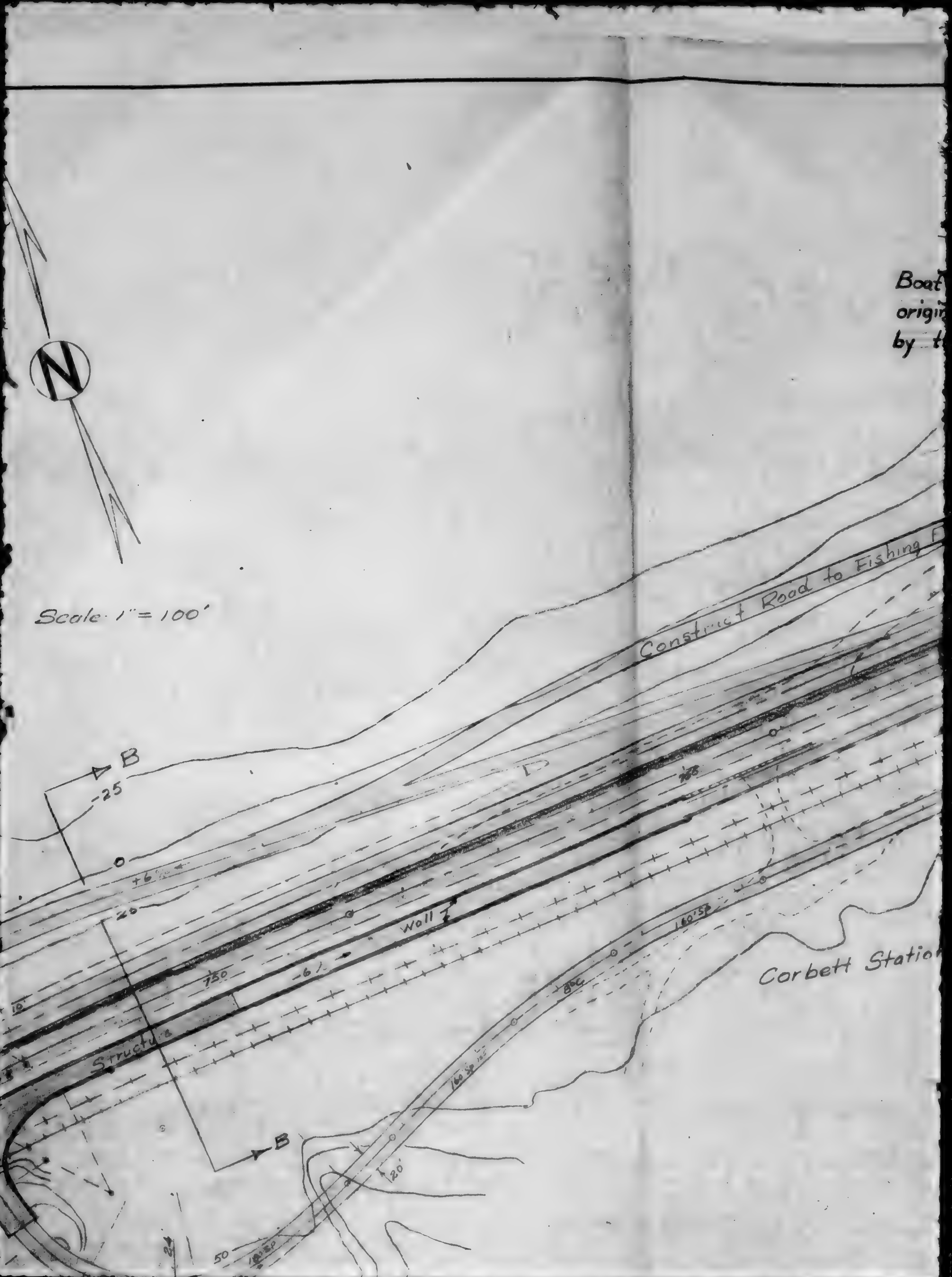
125
150



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Boat
origi
by t
Construct Road to Fishing
Scale 1" = 100'
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+6%
20
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Wall
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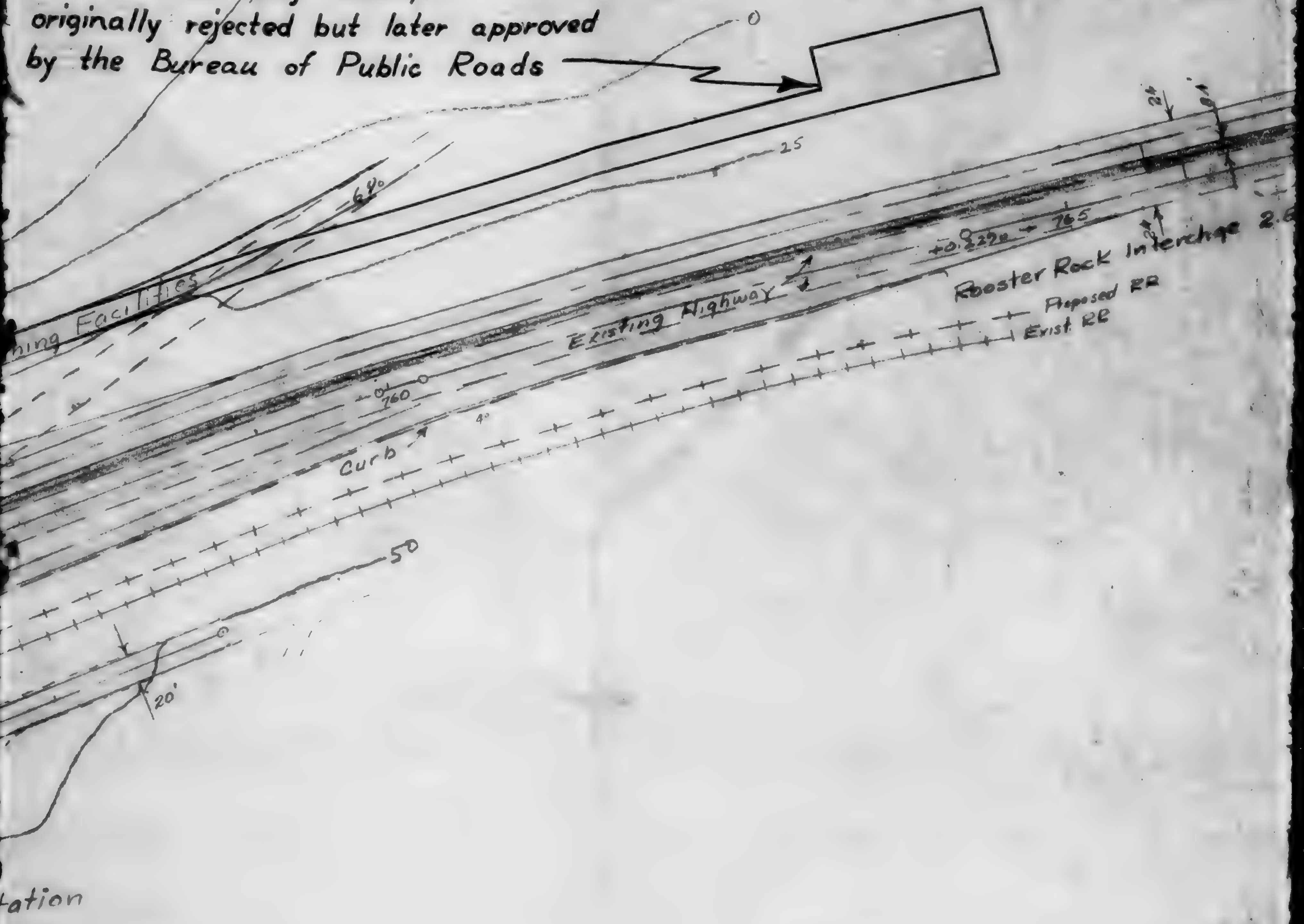
-6%
10'
Structure
160'SP
Corbett Station
B
20'
50

Columbia River Highway
Sundial Road - Multnoma Falls Sect.
Multnomah County

SHEE
No.

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTA SHEE
8	OREGON			

Standard Interchange Layout Sheet


Boat Launching Ramp originally rejected but later approved by the Bureau of Public Roads

0
25
6%
hing Facilities
Existing Highway
+0.22%
765
760
Rooster Rock Interchge 2.6
Proposed RR
Exist. RR
Curb
4%
24'
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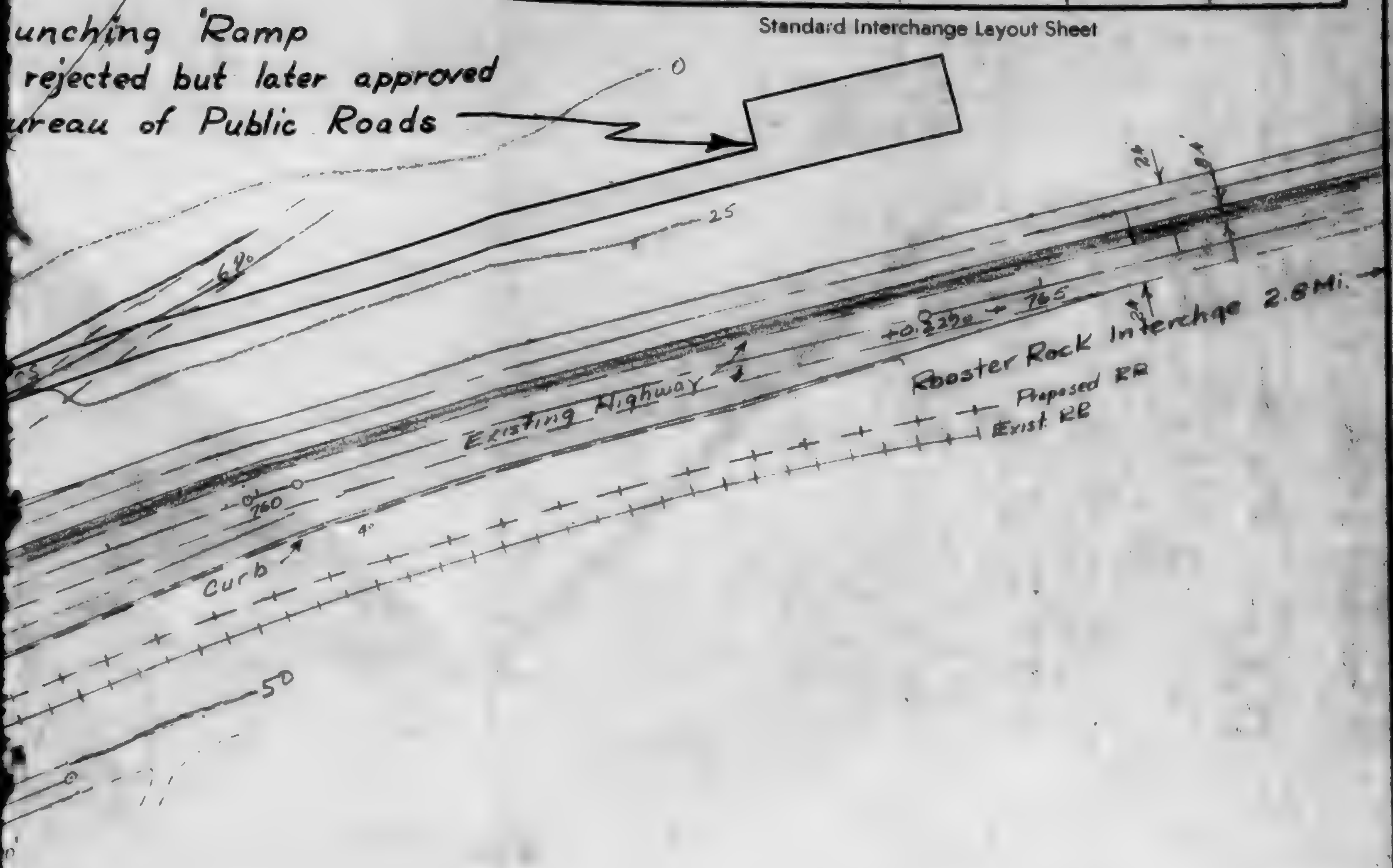
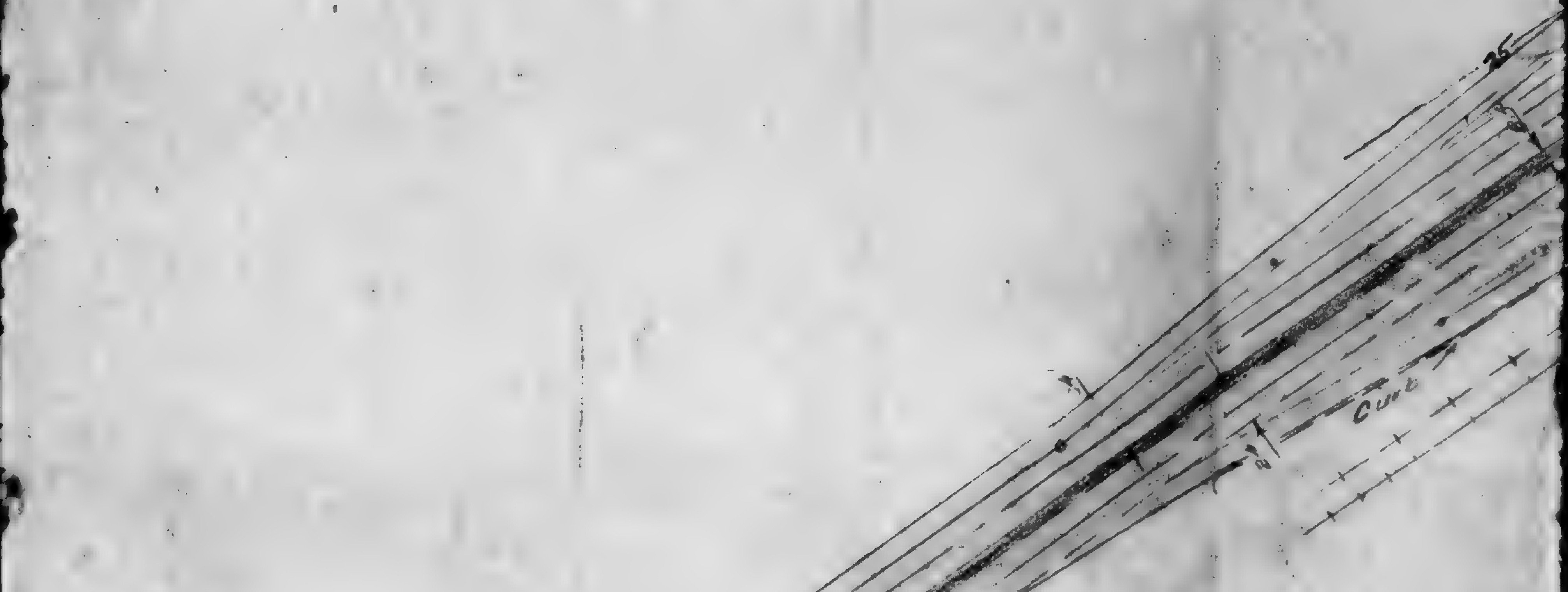
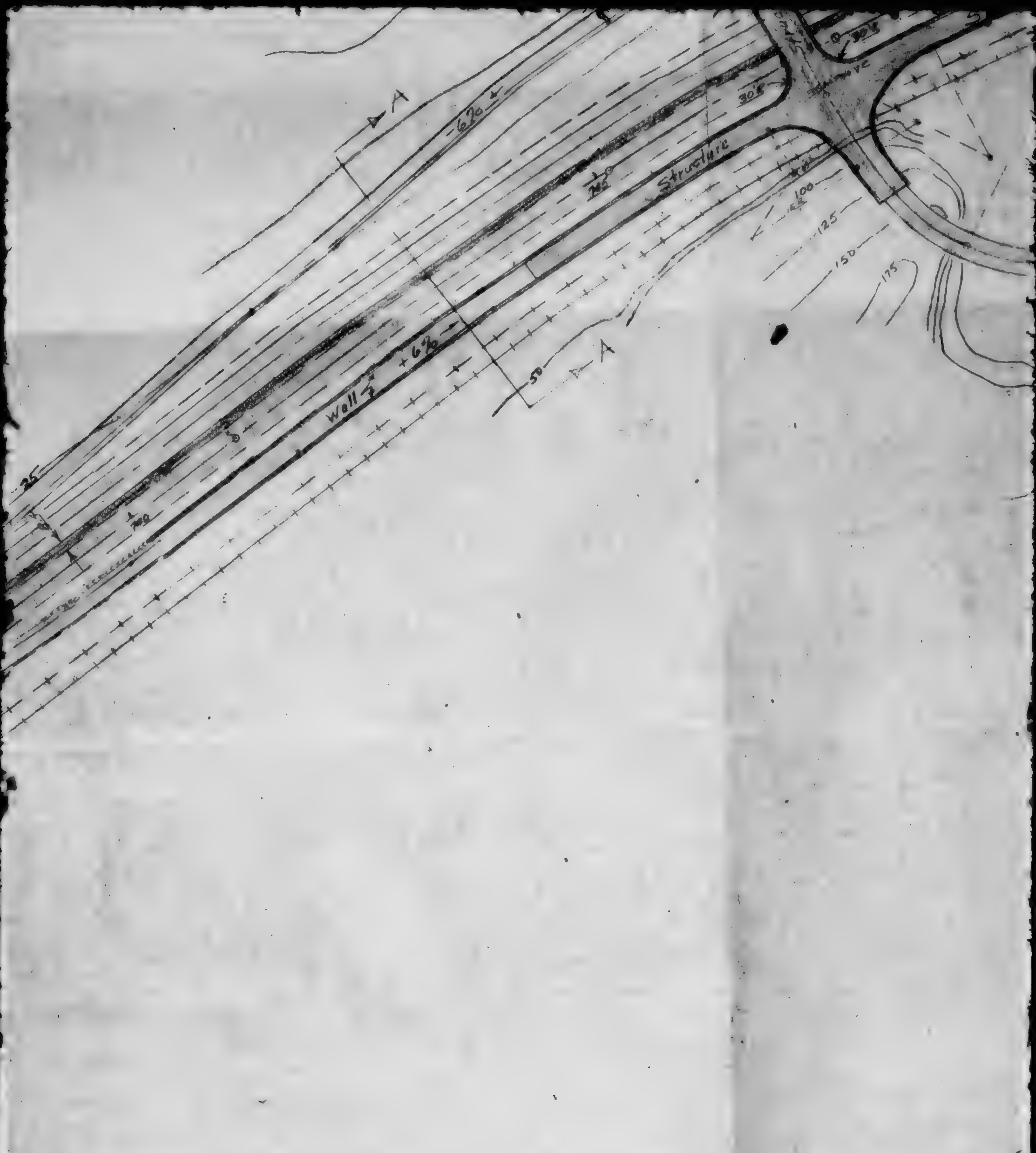
tation

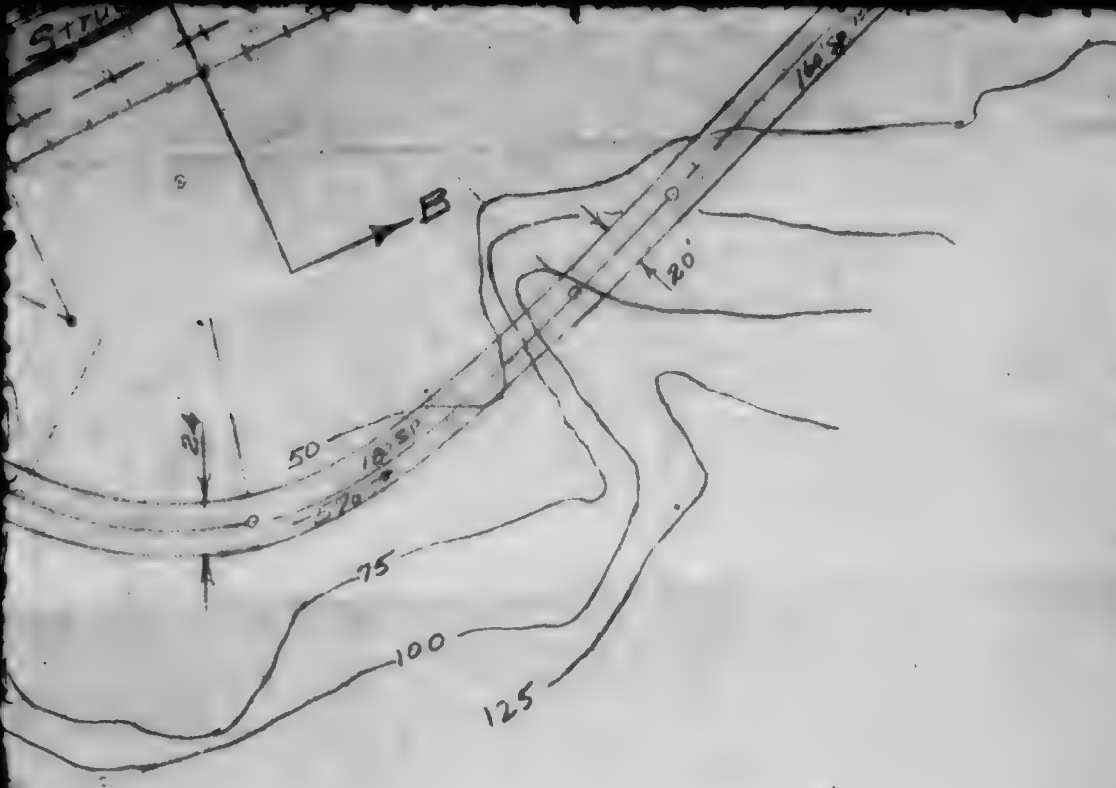
Columbia River Highway Sundial Road - Multnoma Falls Sect. Multnomah County				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

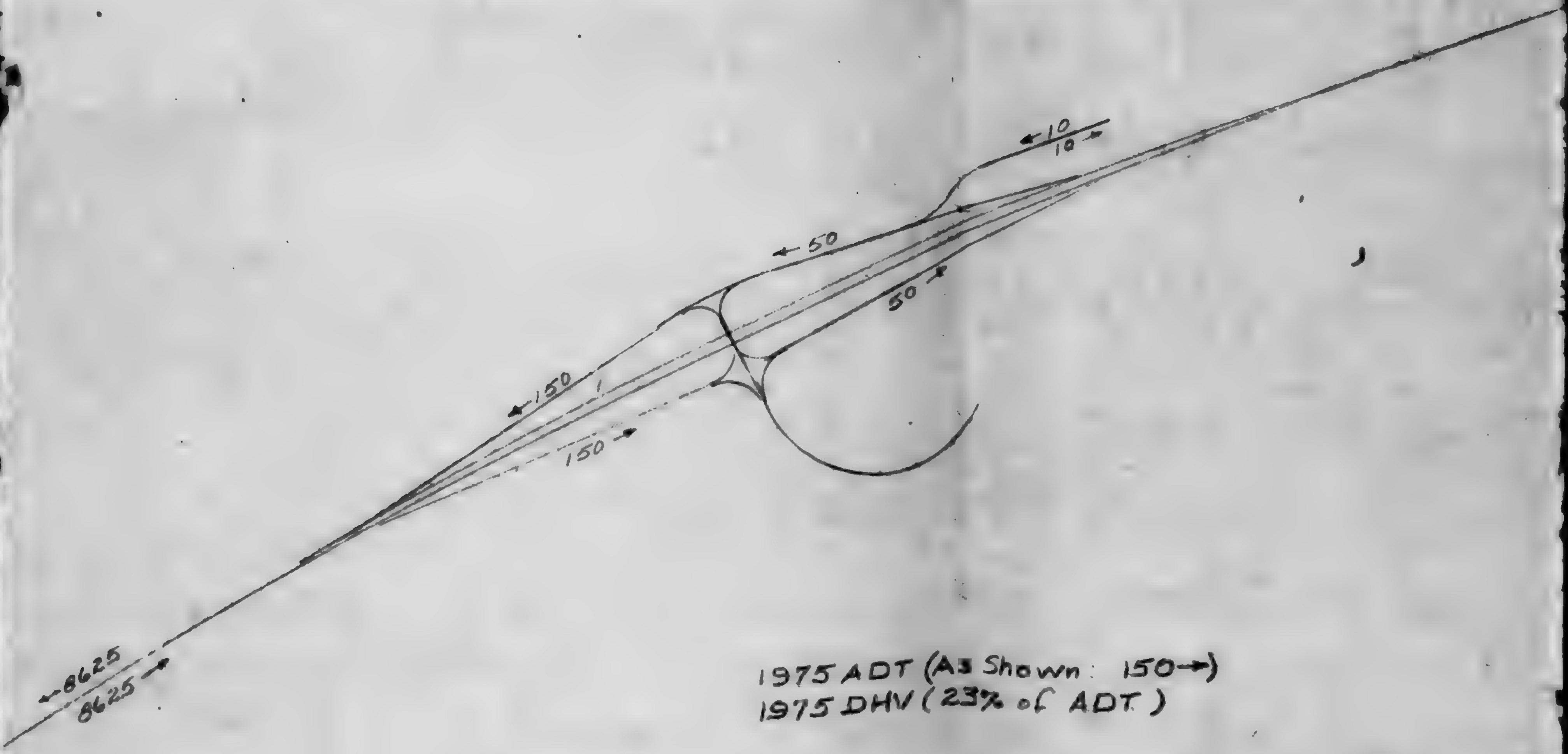
Standard Interchange Layout Sheet


unching Ramp
rejected but later approved
ureau of Public Roads
0
25
64°
24
9.4
+0.3290 + 765
Rooster Rock Interchge 2.8 Mi.
Existing Highway
Proposed RR
Exist. RR
760
4°
Curb
50


Jordon Interchange 4.5 Miles
730
+0.08%
735
25
Cut


A
6%
30'
Structure
100
125
150
175
50
A
Wall
+6%
25
8625


Stru
B
20'
24
50
75
100
125


10
10
50
50
150
150
8625
8625

1975 ADT (As Shown: 150→)
1975 DHV (23% of ADT)

← 8525
8525 →

FINAL

NOT SUBJECT TO CHANGE

CORBETT JUNCTION INTERCHANGE

MILE POST 20

	Date	Signature	
Submitted			Resident Engineer
Approved			Division Engineer
"	10/18/57		Traffic Engineer
"	10-21-57	P. M. Stephenson	Bridge Engineer
"	10-4-57		Construction Eng'r.
"	10/18/57		Dep. Highway Eng'r.
"	10/25/57	C. G. Polk	U. S. B. P. R.

5-Y-28 ~~[illegible]~~ ~~[illegible]~~

A

RECEIVED
OCT 9 1958
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-82-1(11)14
I-82-2(7)15
5354

When replying, refer to:
08-35.4-0

October 7, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-80N-1(11)14, Sundial-Sandy River Section of the Columbia River Highway, we hereby concur as of this date in award of contract No. 5334 to Rogers Construction Company of Portland, Oregon, low bidder in the total amount of $1,699,492.00 for this project and Project I-80N-2(7)15 at the August 26, 1958 bid opening.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
1958
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
OCT 9 1958
FOR FILING
OREGON DISTRICT
I-82-1(11)14
T 82-2(7)15
5334

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0

October 7, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights of entry have been acquired for Oregon Project I-80N-2(7)15, Sandy River-Multnomah Falls Section of the Columbia River Highway, we hereby concur as of this date in award of contract No. 5334 to Rogers Construction Company of Portland, Oregon, low bidder in the total amount of $1,699,492.00 for this project and Project I-80N-1(11)14 at the August 26, 1958 bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 20 1958
FOR FILING
I-82-1(11)14
I-82-[illegible]
[illegible]

October 7, 1958

Rogers Construction Co.
11700 N. E. Glisan St.
Portland 20, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for paving on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County for the sum of $1,679,498.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5334.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

gl
encl.

NOTED
J. Mc C.

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
Oct. 7, 1958

Rogers Construction Co.
11760 N.E. Glisan St.
Portland [illegible], Oregon

Contract for [illegible]-Multnomah Falls Section in Multnomah County for which you submitted low bid on August 26, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
C. W. Head
Files

RECEIVED
OCT 7 1958
FOR FILING

I-82-1(11)14
I-82-2(7)15
5234

October 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for pavement construction on the Sundial-Multnomah Falls Section of the Columbia River Highway (Interstate Route 80-N) in Multnomah County, Projects I-80N-1(11)14 and I-80N-2(7)15, to the Rogers Construction Co. of Portland, Oregon, on the basis of the bid of $1,699,492.00 submitted on August 26, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

SHP:bb

RECEIVED
SEP 23 1958
FOR FILING

I-82-1(11)14
I-82-2(5)13
5334

September 22, 1958

Mr. R. E. Hamske, Division Engineer
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 12, Oregon

Dear Sir:

In checking our records we find that we failed to send you copies of the special provisions and plans for paving work on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, bids for which were received in Salem on August 26, 1958. We, therefore, are mailing same, under separate cover, as of this date. Copies of the contract will be mailed when contract is awarded.

In general, the work to be performed under the contract will not interfere with railroad facilities except for removal of Stebeco haul structure over your company's tracks at Station 1170+00, and hauling materials from Corbett Quarry across your company's tracks at public crossings under conditions as set forth on pages 7, 8 and 9 of the special provisions.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad public liability and property damage liability insurance in addition to his regualr insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

cc:G. S. Paxson
J. N. DeMoure
Mr. E. M. Brown, Dist. Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

RECEIVED
SEP 23 1958

FOR FILING
I-82-(11)14
I-82-2(7)15
5334

September 22, 1958

Office of the Solicitor
U. S. Department of Labor
307 Appraisers Building
630 Sansome Street
San Francisco 11, California

Attention: Mr. Kenneth C. Robertson
Regional Attorney

Gentlemen:

Please refer to Labor Decision No. S-24204, dated June 12, 1958, applying to the Sundial-Multnomah Falls Paving Project, Columbia River Highway in Multnomah County, Oregon Federal Aid Interstate Highway Projects I-82-1(11)14 and I-82-2(7)15. This decision expired September 11, 1958.

We received bids on this project on August 26, 1958, and expected to be able to award the contract not later than September 11th, but due to a last minute committment pressed upon us by the Union Pacific Railroad Company, additional right of way became necessary which is just now in the process of being acquired.

It is desirable that the minimum wage rates established by Decision S-24204 be left applicable to the contract when awarded, as they are the basis on which the bid was made and became a part of the contract. The changing of contract terms after receipt of bids jeopardizes the legality of the document and would place us in a position where the successful bidder could refuse to accept the award. On this project, such refusal could cost the State a possible $192,000, the amount in which the low bid was below the second low bidder on the project.

Federal regulations under the Federal Aid Highway Act of 1956, pertinent to Interstate Highway Projects, require that the contract include language quoted in part as follows: "While the wage rates shown are the minimum rates required by the contract to be paid during its life, this is not a representation that labor can be obtained at these rates ..." This contract provision occurs in the contract to be awarded and recognizes that wage rates may vary upward from those established as minimum for the project.

We urgently request an extension of Decision No. S-24204, without modification, to October 11, 1958 and trust that the circumstances will justify such action pursuant to Section 5.12 of Regulations, Part 5(29 C.F.R., Subtitle A).

It may become expedient for us to make award of the contract prior to October 9, 1958 and we would appreciate receiving the requested extension at the earliest possible date.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Mr. C. C. Polk

VGO:cr

RECEIVED

FOR FILING

I-82-1(11)14

I-82-2(5)15

5334

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-1(11)14
Union Pacific R.R. (Sun Dial Undercrossing) -
Sandy River Bridge, Columbia River
Highway

Dear Sir:

We have today approved the P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Very truly yours,

G Polk

C. G. Polk
Division Engineer

I-82-1(11)14
I-82-2(5)15

When replying, refer to
08-35.4

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-82-2(7)15
Sandy River-Multnomah Fall Section
Columbia River Highway

Dear Sir:

We have today approved the P. S. and E. documents for subject project subject to the condition that no Federal participation in the cost of constructing the boat landing ramp near Corbett will be claimed. When the project agreement estimate is submitted all such costs should be deleted.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Orig to SHP

IDAHO
MONTANA
OREGON
WASHINGTON
RECEIVED
FOR FILING

I-82 1(11)14
I-82-2(3)15 08-35.1
5334

file

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

July 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Project I-82-2(7)15, Sundial-Multnomah Falls Section

Dear Sir:

This will inform you that the above project was not approved for advertising on July 14, 1958 for the following reasons:

1. Special provisions and proposal documents were not submitted in time for a review. In fact these documents were received only 15 minutes prior to your verbal request for advertising clearance.

2. A review of the plans indicate that the Tunnel Point parking area is to be developed as a boat launching platform rather than as rest area as originally contemplated. As areas for water-front activities are considered ineligible for Federal participation it is requested that this feature be entirely eliminated either as a participating or non-participating item. The area should be developed exclusively as a roadside rest area as such is defined in the AASHO pamphlet titled "A Policy on Safety Rest Areas for the National System of Interstate and Defense Highways" dated December 1957.

Very truly yours,

C. G. Polk
Division Engineer

By: A. F. Bester
A. F. Bester
Acting Division Engineer

FORREST COOPER

RECEIVED
JUL 29 1958
FOR FILING

5334

Cross Referenced To:
Adm
Petitions
Mult. Co.

NORTHEAST MULTNOMAH COUNTY COMMUNITY ASSOCIATION

Route 1, Box 186,
Troutdale, Oregon
July 25, 1958

Mr. Tom Edwards
Construction Engineer
Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Edwards:

Many thanks for your letter of July 23 explaining the position the Bureau of Public Roads is taking about the boat landing area at Corbett Station.

Yours very truly,

Frank G. Mackaness

Frank G. Mackaness
Secretary, Planning Committee

FGM:nd

[illegible]
[illegible]

FORREST COOPER

CONSTRUCTION DIVISION
RECEIVED
JUL 28 1958
NOTED ☑ ☐ ☐ ☐ ☐
CE ACE ACE COE

FORM E-123-X 25M 5-56

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL 23 1958
FOR FILING

Cross Referenced To:
Adm.
Petitions
Mult. Co.

July 23rd, 1958

Mr. Frank C. Mackaness
Secretary, Planning Committee
East Multnomah County Community Ass'n.
Route 1, Box 186
Troutdale, Oregon

457
543
689

Dear Sir:

At my last meeting with people of your group I promised to do everything in my power to insure construction of adequate boat launching facilities at Corbett and at the site of the former Reed Landing. Plans carrying these improvements were submitted to the Bureau of Public Roads with the work to be done as a part of the surfacing project. The Bureau refused to approve the surfacing plans until this construction was deleted. I am sorry to advise you, therefore, that we cannot proceed with their construction.

Very truly yours,

T. Edwards

Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
C. G. Polk

NOTED
FORREST COOPER

RECEIVED
OFFICE OF
ENGINEER

RECEIVED
[illegible] 1958
FOR FILING

2

NORTHEAST MULTNOMAH COUNTY COMMUNITY ASSOCIATION

Route 1, Box 186
Troutdale, Oregon
June 9, 1958

Cross Referenced To:
Adm
Petitions
Mult.

#57
593
689

Mr. Tom Edwards
Construction Engineer
Highway Department
State of Oregon
Salem, Oregon

Dear Mr. Edwards:

We are most grateful to you for sending the two very fine maps of the boat launching facilities which you are planning to construct at Tunnel Point and Corbett Station.

We think that running a launching ramp in an upstream direction and into the teeth of the east wind, as you plan to do at Corbett Station, will bring a good deal of criticism down on the heads of your planning staff, however. The defense which occurs to me is that the ramp just lately buried ran in the same direction, but I am afraid the critics will then suggest that this new ramp is further out and less sheltered than the old. They may also feel that because it costs no more to run a ramp west than it does east at this point, there is little excuse for perpetuating an original mistake.

The matter of a cribbed edge to your ramp - at certain spots only, so that a boat could be loaded at any stage of the river - is another feature we consider vital.

We do not envision, nor is there any need for a major dock facility such as you mentioned, but we do need to be able to bring a boat alongside some simple landing. We have been able to do this at Corbett ever since the first settlers came, with occasional gaps of a few years when the facilities were destroyed. The fact that such a gap has occurred lately does not diminish the need or our community's traditional link with deep water at this point.

In the next week or two we shall present some history of this area which will substantiate what we said before, that when the new highway is finished, if the present plans are carried out, the river facilities will not be as good as those we have enjoyed hitherto.

When you explain this to them, I am sure the Bureau of Public Roads will not remain unsympathetic. In the meantime, we appreciate your being open minded and according us your time for courteous hearings.

Yours very truly,

Frank G. Mackaness

Frank G. Mackaness
Secretary, Planning Committee

Copy to Cooper

FGM:nd

CONSTRUCTION DIVISION
RECEIVED
[illegible] 1958
NOTED- ☑ CE ☑ A.E ☐ A.. ☐ ☐ COL

FORM E-128X 12,500 4-58

RECEIVED
JUN 11 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

5334

June 4, 1958

Mr. Frank C. Mackaness
Secretary, Planning Committee
East Multnomah County Community Ass'n.
Route 1, Box 186
Troutdale, Oregon

Dear Sir:

As per our discussions of last week, I forward herewith layout sheets of the boat launching facilities which we will construct at Tunnel Point and at Corbett.

Very truly yours,

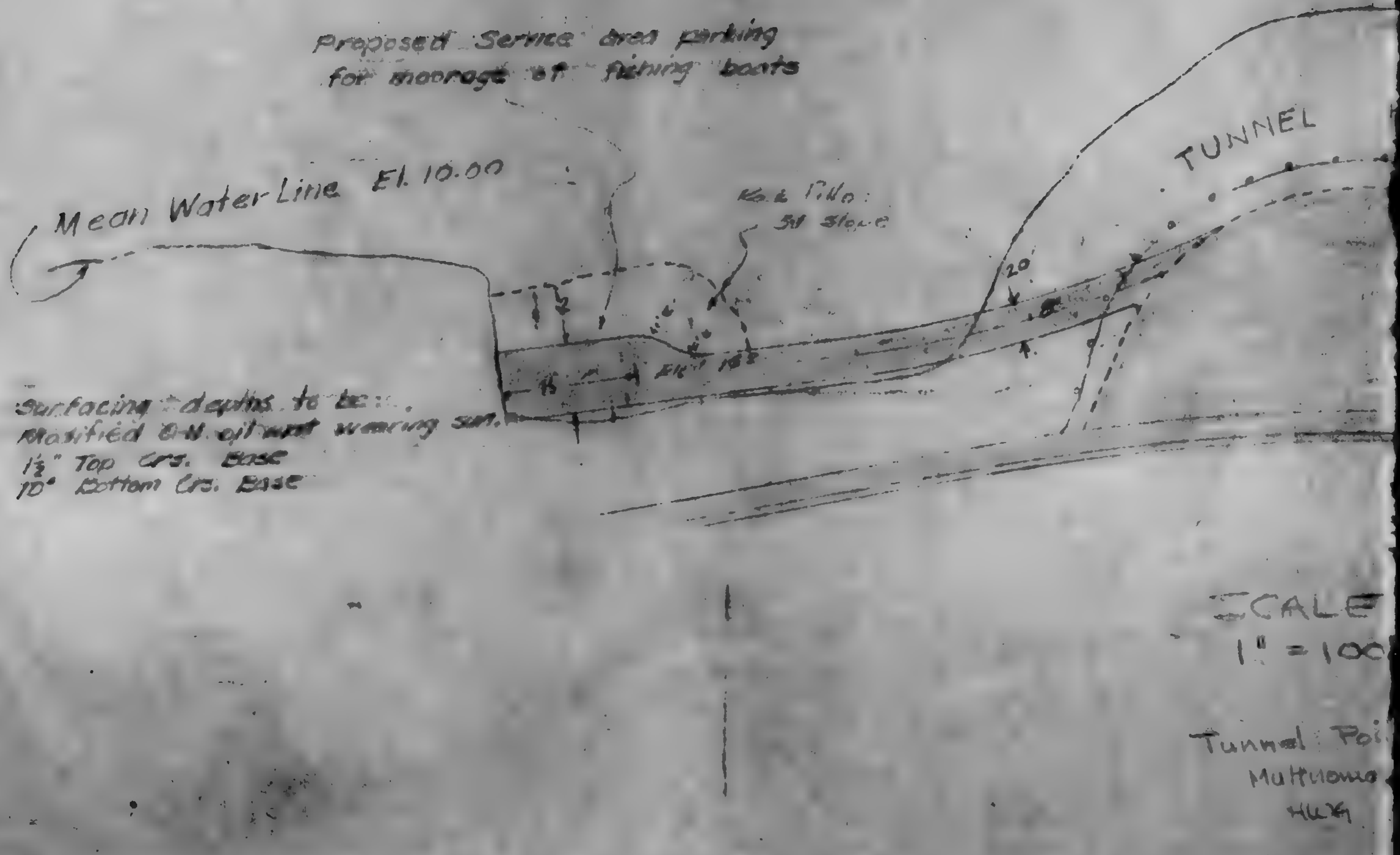
Tom Edwards
Construction Engineer

TE:js

Encl.

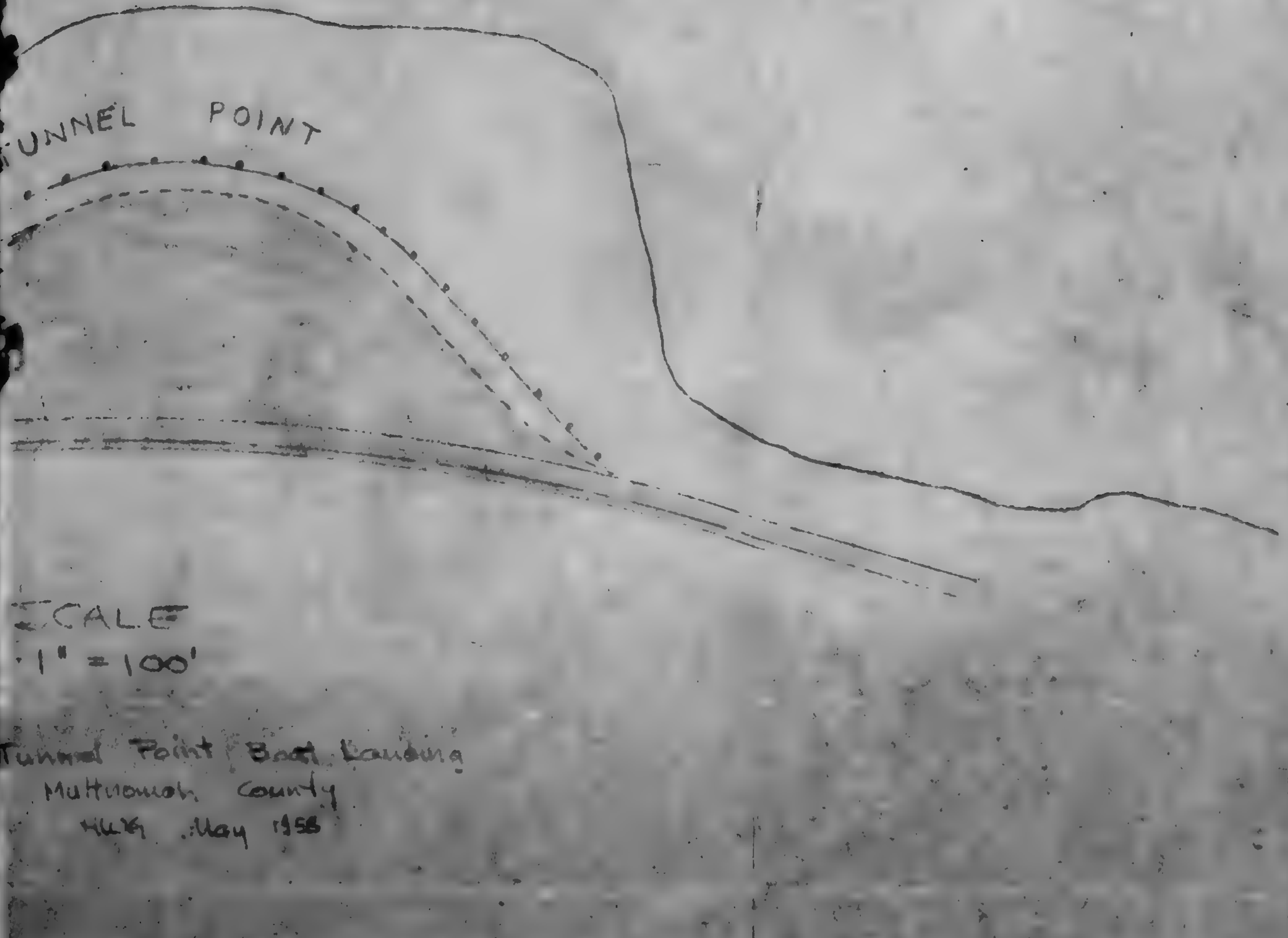
cc Forrest Cooper
A. G. Skelton

[illegible] ENGINEER


Proposed Service area parking
for moorage of fishing boats
Mean Water Line El. 10.00
Rock Fill
5:1 Slope
2
15
El. 18
20
TUNNEL
Surfacing depths to be:
Modified O.H. oil mat wearing sur.
1½" Top Crs. Base
10" Bottom Crs. Base

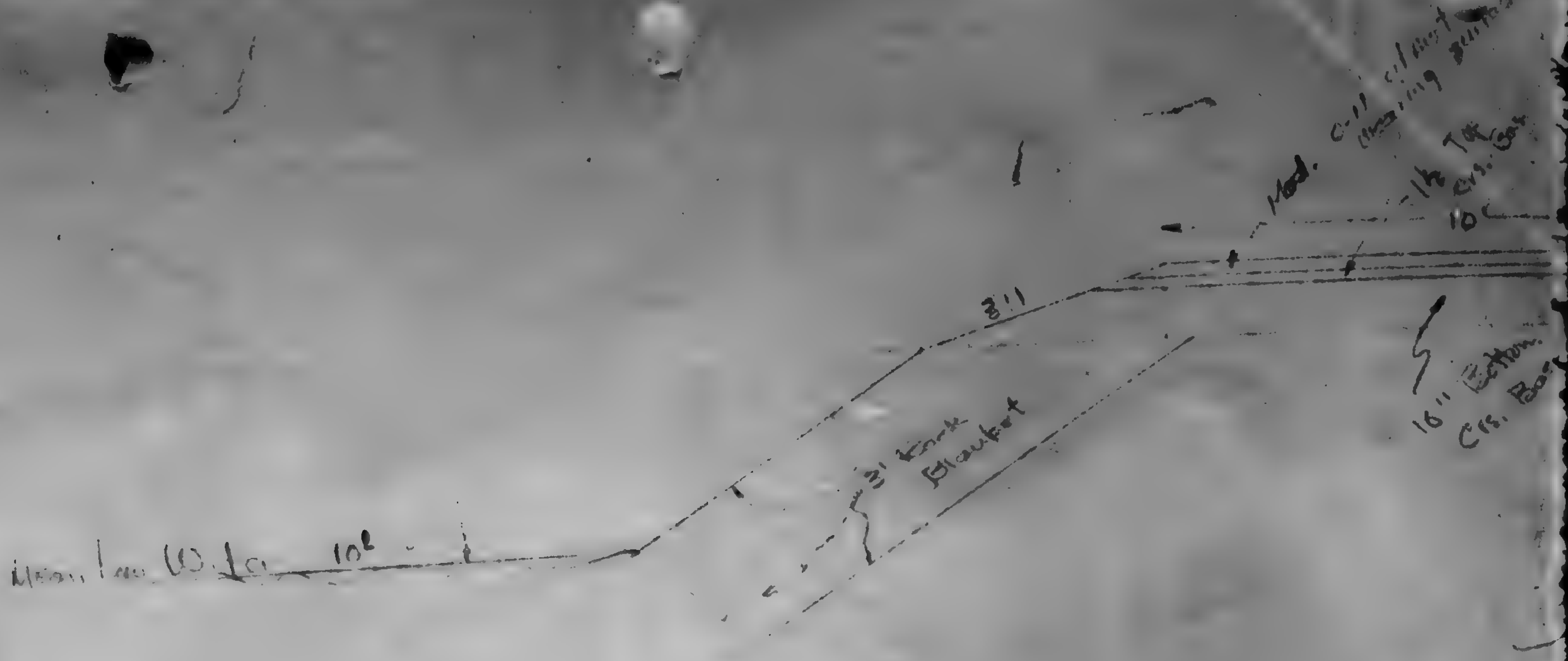
SCALE
1" = 10

Tunnel Poi
Multnoma
HWY

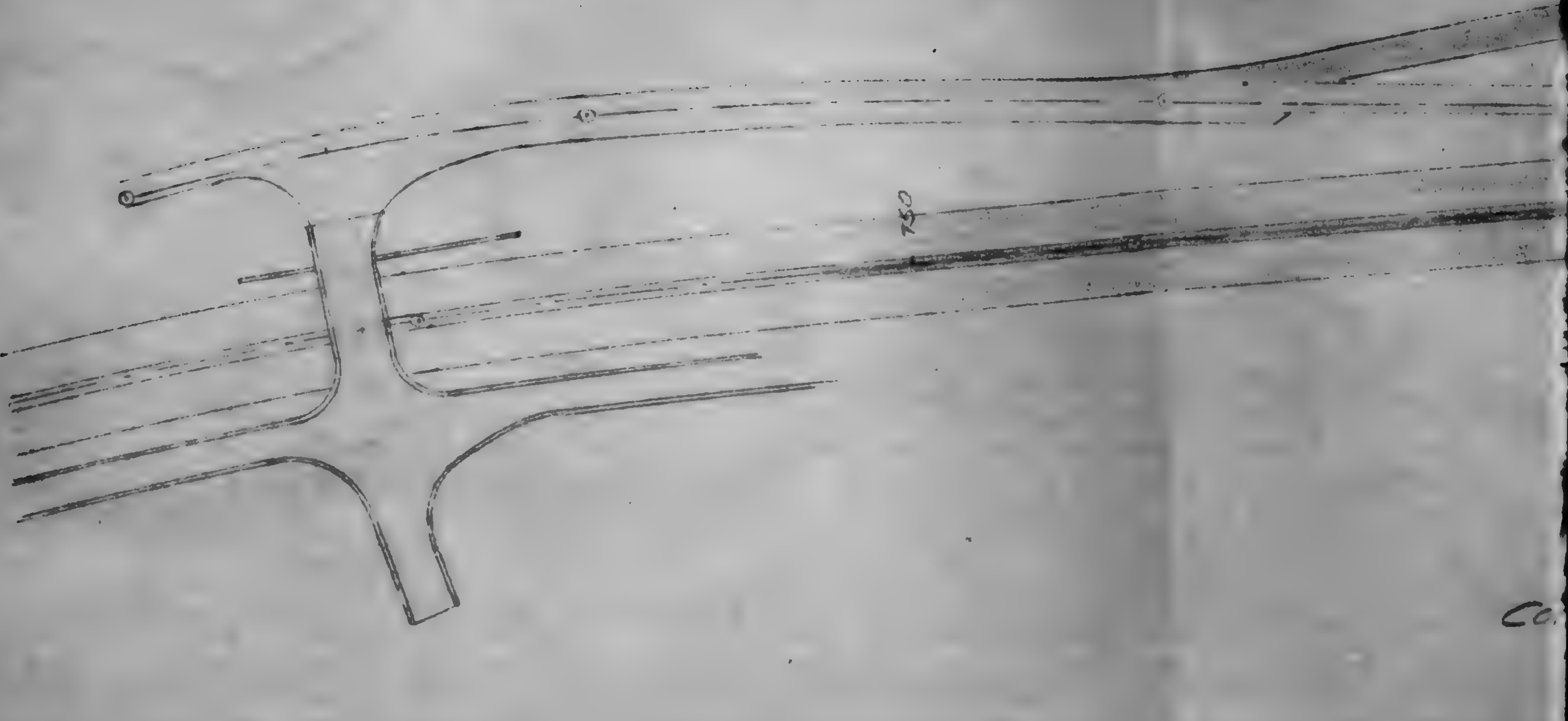

TUNNEL POINT

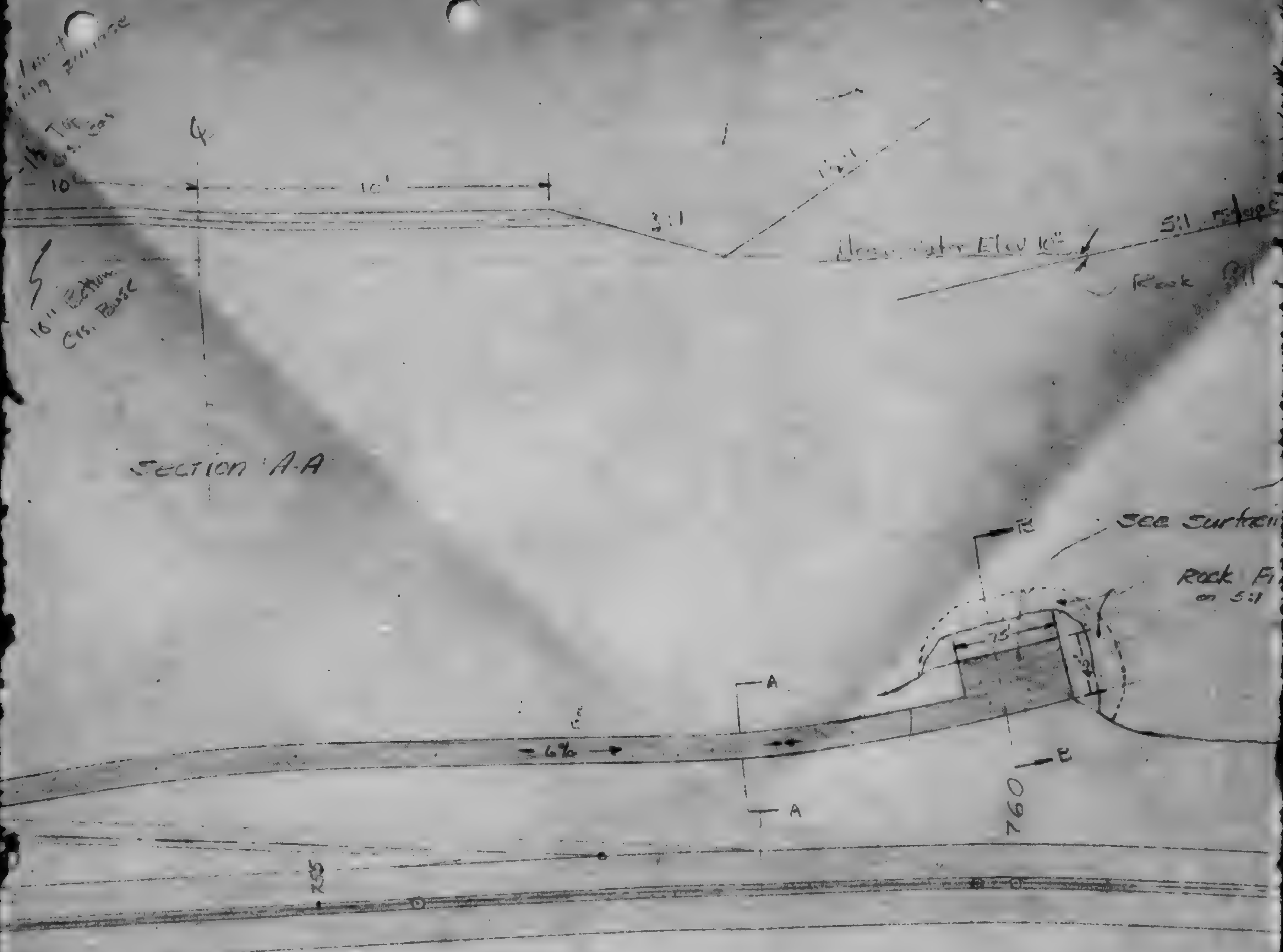
SCALE
1" = 100'

Tunnel Point Boat Landing
Multnomah County
HLK May 1958

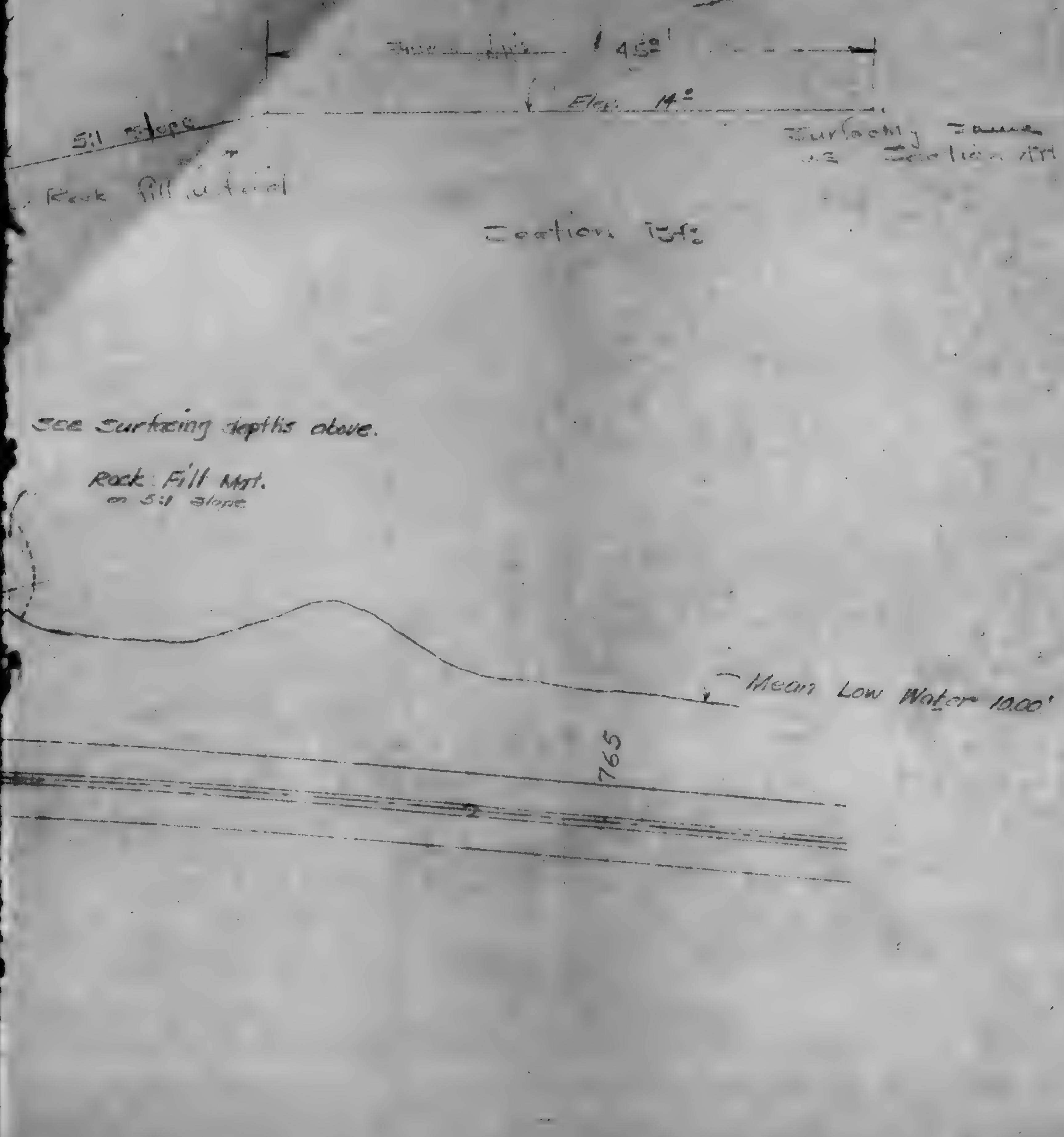

Mean low W. La.
10'
3:1
3' Rock Blanket
Mod. cut at most existing surface
1½ Ton Crs. Sto
10'
16" Bottom Crs. Bo

Co


750


℄
10'
10'
3:1
1½:1
Low water Elev 10'
5:1 Slope
Rock Fill
10" Bottom Crs. Base
Section A-A
See Surface
Rock Fi
on 5:1
E
75'
A
6%
A
E
760
755

Corbett Boat Landing
scale 1" = 100'


45'
Elev. 14'
5:1 Slope
Rock Fill Material
Surfacing Same as Section A-A
Section B-B
See Surfacing depths above.
Rock Fill Mat.
on 5:1 Slope
Mean Low Water 10.00'
765
2

RECEIVED
MAY 15 1958
FOR FILING

5334

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Cross Referenced To:
Adm
Petitions
Mult.

Salem, Oregon
May 14, 1958

SUBJECT: Petition re Corbett Interchange and boat-launching area

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

454
593
689

NOTED
W. G. WILLIAMS

Replying to your letter of March 31, 1958 relative to the above petition, a meeting was arranged and held with the Northeastern Multnomah County Community Association in the Corbett School on the night of March 24, 1958. This meeting was attended by Mr. Benedict of the Division Office, Mr. Barbee and myself for the State, and a fairly large delegation from the Community Association. At the meeting I answered the items listed in their petition as follows:

1. The continuance of the present access road connection to the improved Express Highway would be made through our interchange in this area. It was pointed out that it would be impossible to permit the present access which crosses the railroad track at grade to remain, but that all movements would be possible through the new interchange area. They were told that pedestrian facilities would be constructed on the structure.

2. The continuance, enlargement, and lighting of the present parking area on the north side of Highway 30. It was pointed out that the interchange would be properly lighted and the small parking area they now have would be duplicated. They were also told that the ramps were of sufficient width to permit parking thereon.

3. The replacement of pilings and moorage facilities for commercial fishing. It was pointed out that we had already replaced an equal number of piling to those prior to our construction and that some organization had also installed additional ones.

4. That additional public facilities be maintained at the present Corbett Hill Road for launching of pleasure boats. It was pointed out to them that we already have such a launching facility a short way east of this location at Rooster Rock State Park, and we did not feel that we could put in such a facility at the Corbett location. It was pointed out by some of the delegation present that the present parking facility

To W.W.

was not sufficient, particularly on week-ends when the Rooster Rock facilities were extremely crowded. Also, that it was impossible on summer week-ends to get to the boat-launching facilities at Rooster Rock due to the crowded conditions. They were told that the access road to the river would be extended to normal low water to permit boat launching.

There was really a very minor amount of questions and discussion on the various items. A Mr. Reed, Principal of the Corbett School, and one younger lady acted as though they would be willing to start a free-for-all at the drop of a hat; but as a whole, the meeting was very quiet and I believe they were all reasonably well satisfied as to the answers but intend to pursue the matter further to secure additional facilities.

A Mr. Eldon E. Hepburn brought up the old Latourelle Falls Road. I informed him that we would look into this matter and write to him in regard to it. I will supply you with a carbon copy of my answer to him.

Tom Edwards
Construction Engineer

TE:jc

RECEIVED
MAY 1[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 1958
FOR FILING

Cross Referenced To:
[illegible]
Petition
Multnomah Co.

Salem, Oregon
March 31, 1958

Petition re Corbett Interchange and boat-launching area

Mr. Tom Edwards
Construction Engineer
OFFICE

I am attaching a copy of a letter from the Northeastern Multnomah County Community Association which refers to the Corbett Interchange and the adjacent boat-launching area. The petition covers four items, which I will detail.

> "1. The continuance of the present access road connection of Corbett Hill Road and the improved Express Highway #30."
>
> This presents no problem as it is our intention to connect the Corbett Road to US30.
>
> "2. The continuance, enlargement, and lighting of the present parking area on the north side of Highway #30."
>
> The best that we can do in this connection would be, roughly, replacement in kind.
>
> "3. The replacement of pilings and moorage facilities for the commercial fishermen at the present location."
>
> We will, of course, at least replace existing dolphins; however, I believe you are familiar with this matter.
>
> "4. That additional public facilities be maintained at the end of the present Corbett Hill Road at the Columbia River, for launching of pleasure boats, as well as for commercial use."

4. (cont'd.)

I do not believe it feasible to attempt to make this a small boat-launching area, except as it may be used for this purpose as a result of reconstruction work in this area. A very short distance to the east at Rooster Rock State Park, the State maintains boat-launching ramps.

Please have someone arrange for a meeting with these people to discuss the Corbett matter as requested in their letter. I suggest that Mr. Skelton be given the assignment, bolstered if you wish by Mr. Barbee or someone else from the Salem office. A short report would be in order.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Attach.

cc Mr. W. C. Williams

NORTHEASTERN MULTNOMAH COUNTY
COMMUNITY ASSOCIATION
Route 1, Box 317B, Troutdale
Organized to promote better living
in the Corbett-Springdale area

March 25, 1958

REFERRED TO Cooper
Engineer

W. C. Williams
State Highway Department
Salem, Oregon

Dear Mr. Williams:

Enclosed please find petitions containing 936 signatures urging your Department to provide certain conditions in the construction of the Corbett Interchange, Corbett, Oregon.

At a meeting of our organization of March 20, 1958, it was decided that we should forward these petitions to your office. Inasmuch as the tentative plans that have been presented to us by this date give complete assurance only insofar as recommendation #1 on the petitions is concerned, we feel that a meeting between a representative or representatives of the State Highway Department and members of our Roads and Highways Committee would be helpful.

Certain questions concerning proper lighting facilities, pedestrian passage on the overpass and possibly in a pedestrian tunnel, and the matter of proper facilities for the launching of pleasure boats and commercial boats have not yet been answered to the satisfaction of our organization's membership.

We would like you to make arrangements to meet with some of our officers and committee members at about 10:00 a.m. some day within the next few weeks, so that your plans and our recommendations can be presented. Please name a date when this will be possible, and our group will meet you at the office of the Corbett Grade School, Corbett, Oregon, from which point we would like to be shown at the site of the improvements what definite plans have been made.

We sincerely appreciate the letters of past weeks from your office, dealing with the Corbett Interchange plans. We are sure that you understand our deep concern in regards to fishing and safety facilities in this part of your Department's development.

Please give this matter your attention at your earliest opportunity.

If you desire to phone us concerning the appointment, you may call Mr. Clifford Reed, at Frontier 5-2744, or myself at FRontier 5-2833.

Very truly yours,

NORTHEASTERN MULTNOMAH COUNTY
COMMUNITY ASSOCIATION

FILED
[illegible] COOPER

Merlyn W. Smith
(Mr.) Merlyn W. Smith
Secretary

cc: R. Vernon Cook, Ed Benedict, County
Commissioner's Office

[redacted]

FOR FILING

5334

February 3, 1958

Honorable Vernon Cook
Post Office Box 329
Gresham, Oregon

689

Dear Sir:

In answer to your letter of January 23, I am pleased to advise you that the Highway Commission intends to let a contract during the fall of 1958 for the construction of the Corbett Station interchange.

I am attaching a print showing the plan of interchange proposed. This plan is marked "Preliminary Copy Subject to Change". The basic plan has been approved by the Bureau of Public Roads and will be constructed to this general pattern. Slight revision may be necessary in the detailing of the structural work.

As the detailing of this structure has not been completed, a close estimate has not been worked out. A preliminary estimate of $700,000 will be relatively close.

I trust that this will give you the information that you desire.

Very truly yours,

W. C. Williams
State Highway Engineer

Encl.

cc Mr. Forrest Cooper
Mr. Tom Edwards

DJB:fp fn

VERNON COOK
HOME OFFICE ADDRESS
P. O. BOX 329
GRESHAM, OREGON

STATE OF OREGON
HALL OF REPRESENTATIVES
SALEM

REPRESENTATIVE
EAST MULTNOMAH
COUNTY SUB-DISTRICT
COMMITTEES:
TAXATION
ELECTIONS

PLEASE RETURN TO
FORREST COOPER

January 23, 1958

REFERRED TO
Cooper
By State Highway Engineer

State Highway Commission
Salem, Oregon

Attention: Mr. W. C. Williams

Dear Sir:

I have recently been discussing the matter of the installation of the Corbett Junction Exchange with various interested individuals in the Corbett community.

Would you please advise me of when the Highway Commission intends to start construction upon that Exchange. I would also appreciate receiving your estimate of what the construction costs will be and of what type of installation you intend to make there. I would very much appreciate receiving the detailed construction plan in that connection.

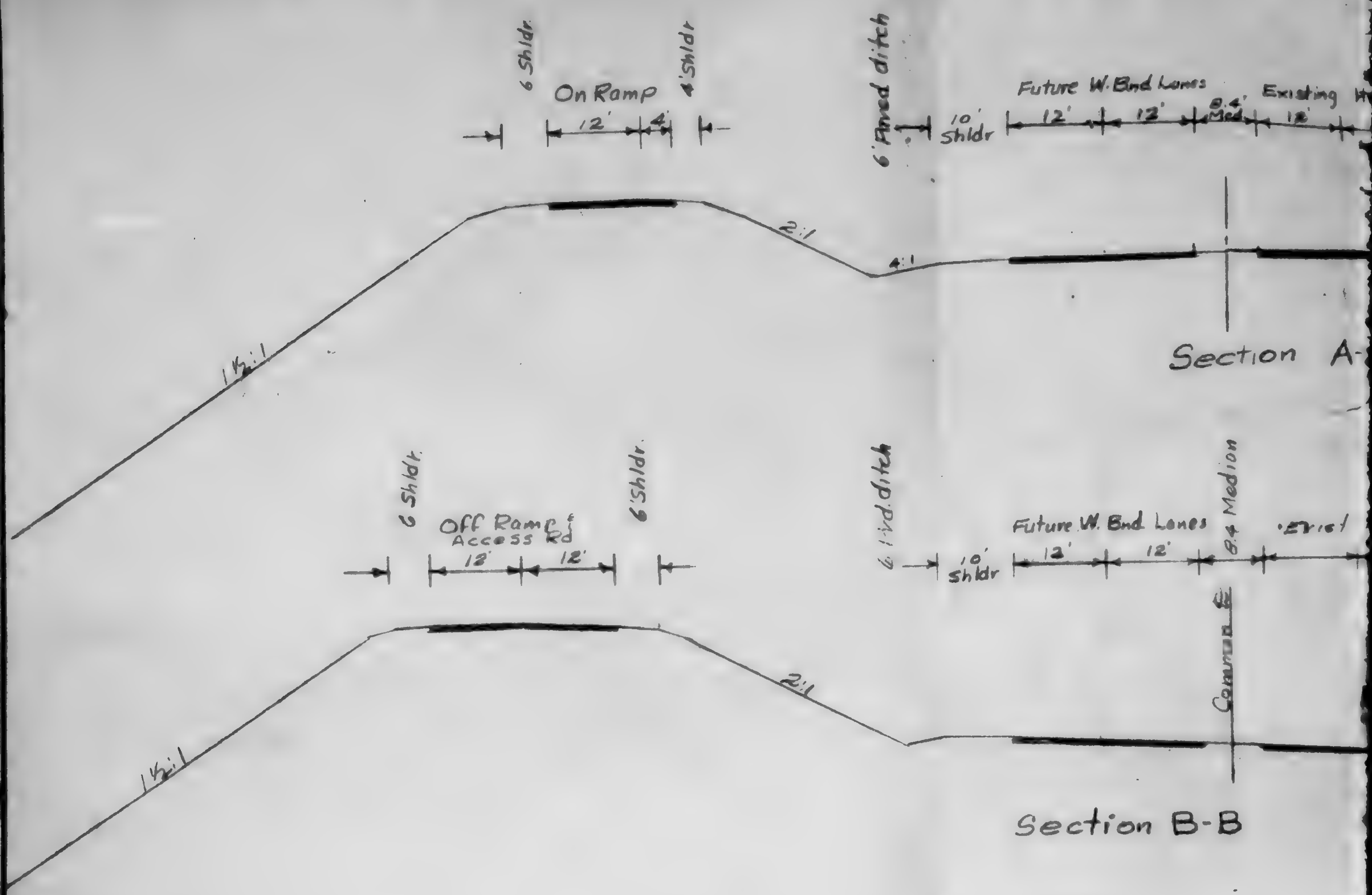
Sincerely,

Vernon Cook.

VC/gg

cc-Mr. Allan A. Baker
Mr. Clifford Reed
Rep. Ed Benedict

RECEIVED
JAN 27 1958
OREGON
STATE HIGHWAY COMMISSION


6 Shldr.
On Ramp
4'Shldr
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4'
6' Paved ditch
10' Shldr
Future W. Bnd Lanes
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8.4' Med.
Existing
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1½:1
Section A-
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Off Ramp & Access Rd
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6' Pvd. ditch
10' Shldr
Future W. Bnd. Lanes
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Common ℄
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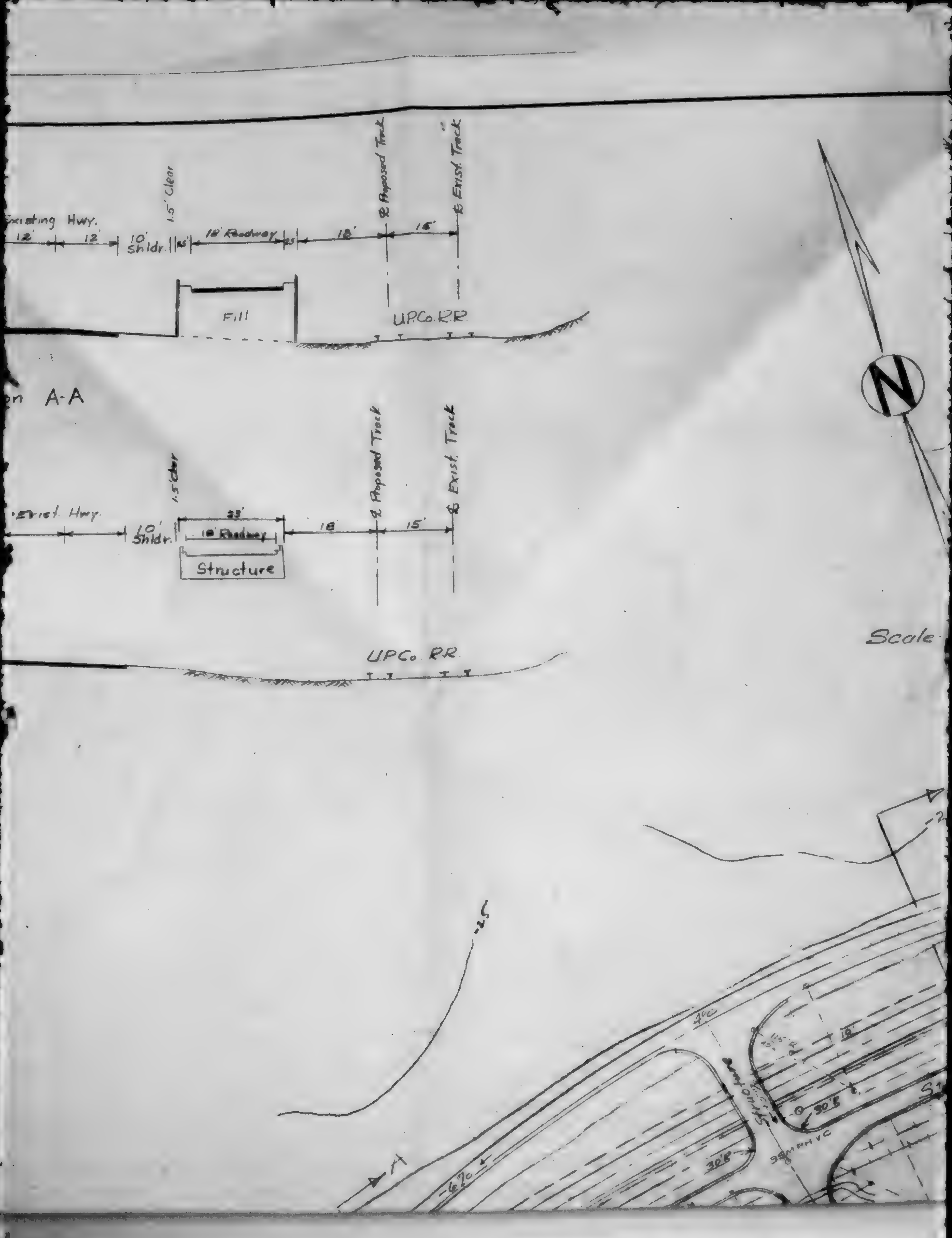
Section B-B

PRELIMINARY COPY
SUBJECT TO CHANGE



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12'
10' Shldr.
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.25'
18' Roadway
.25
18'
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15'
℄ Exist. Track
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U.P.Co. R.R.
on A-A
Exist. Hwy.
10' Shldr.
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18' Roadway
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18
℄ Proposed Track
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℄ Exist. Track
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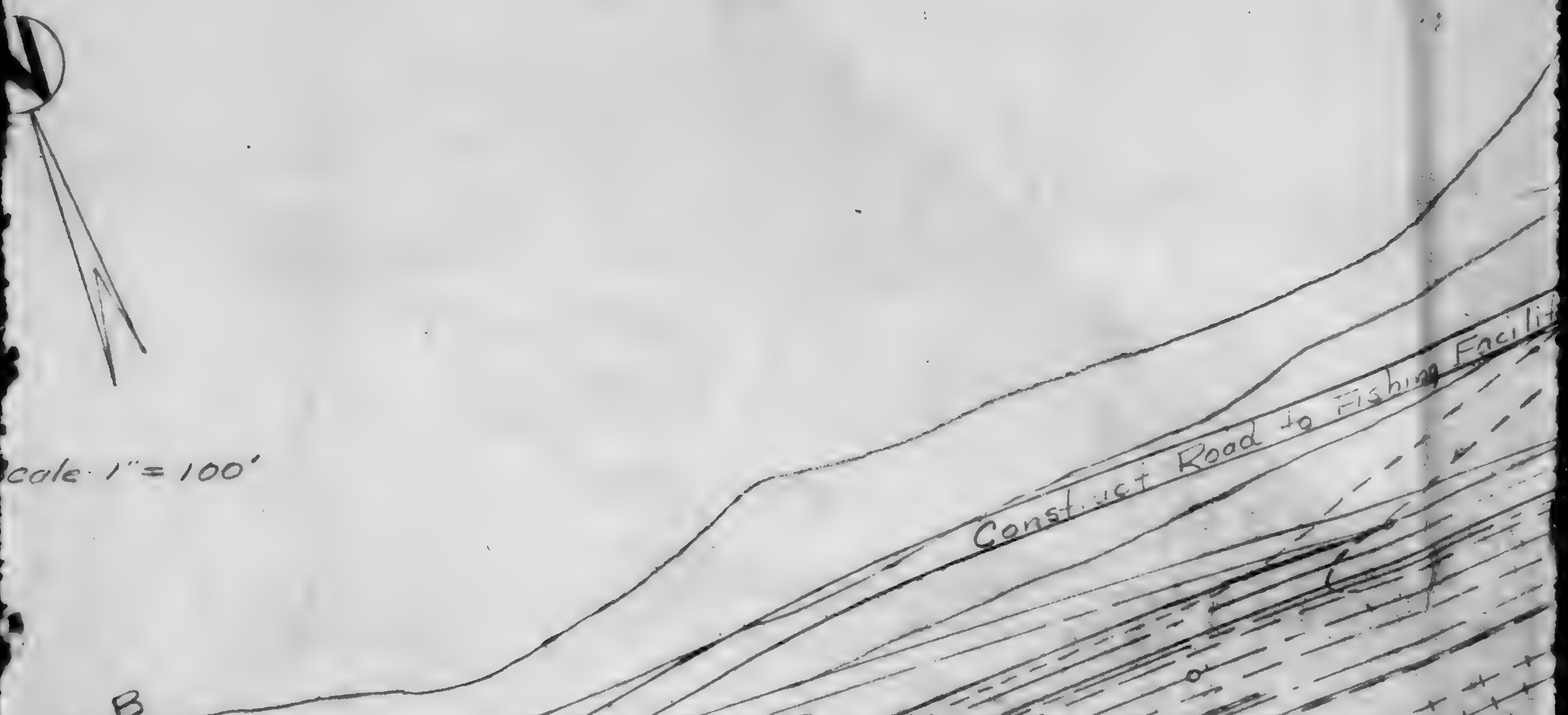
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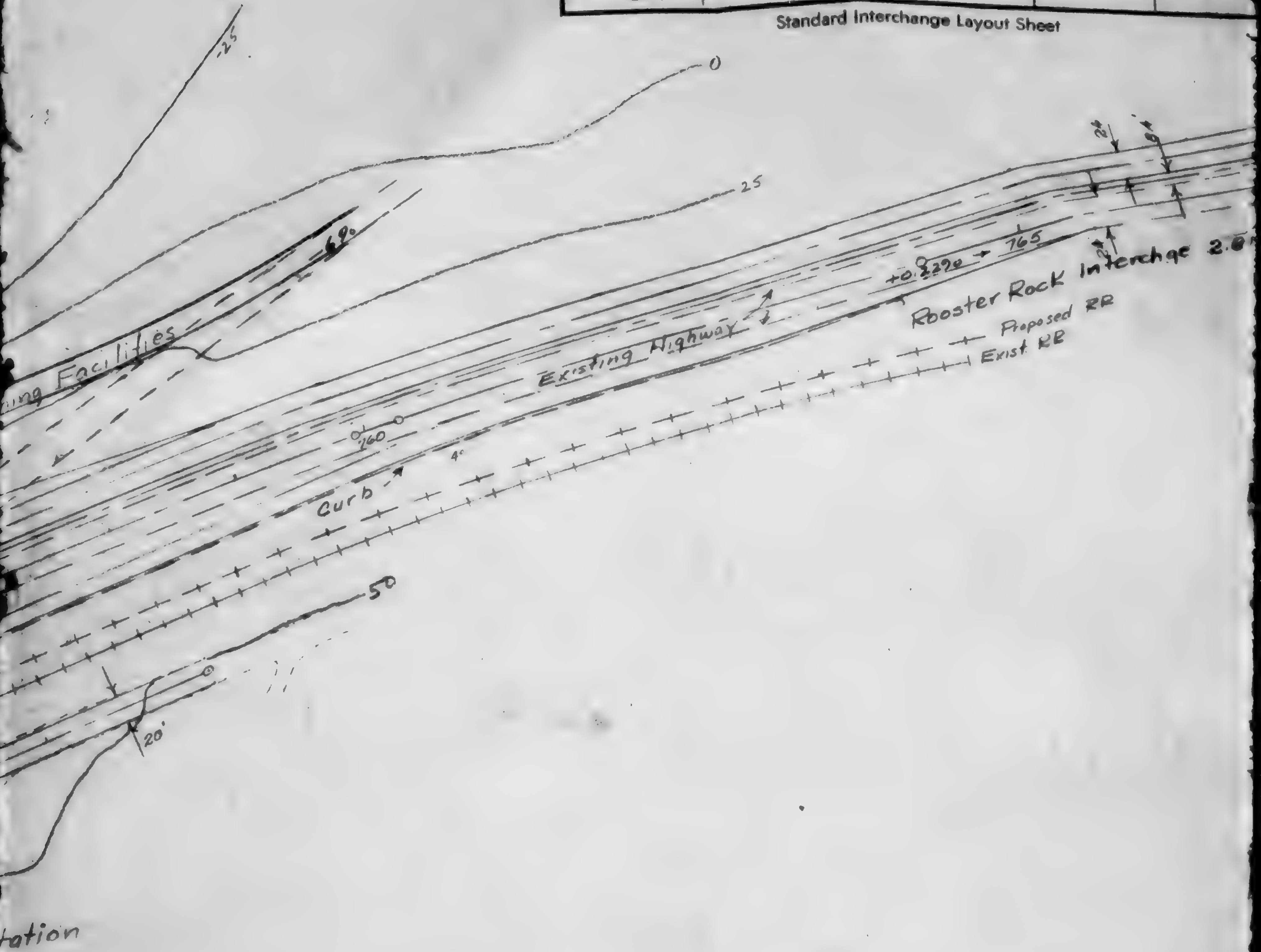
Corbett Station

Columbia River Highway Sundial Road - Multnoma Falls Sect. Multnomah County				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet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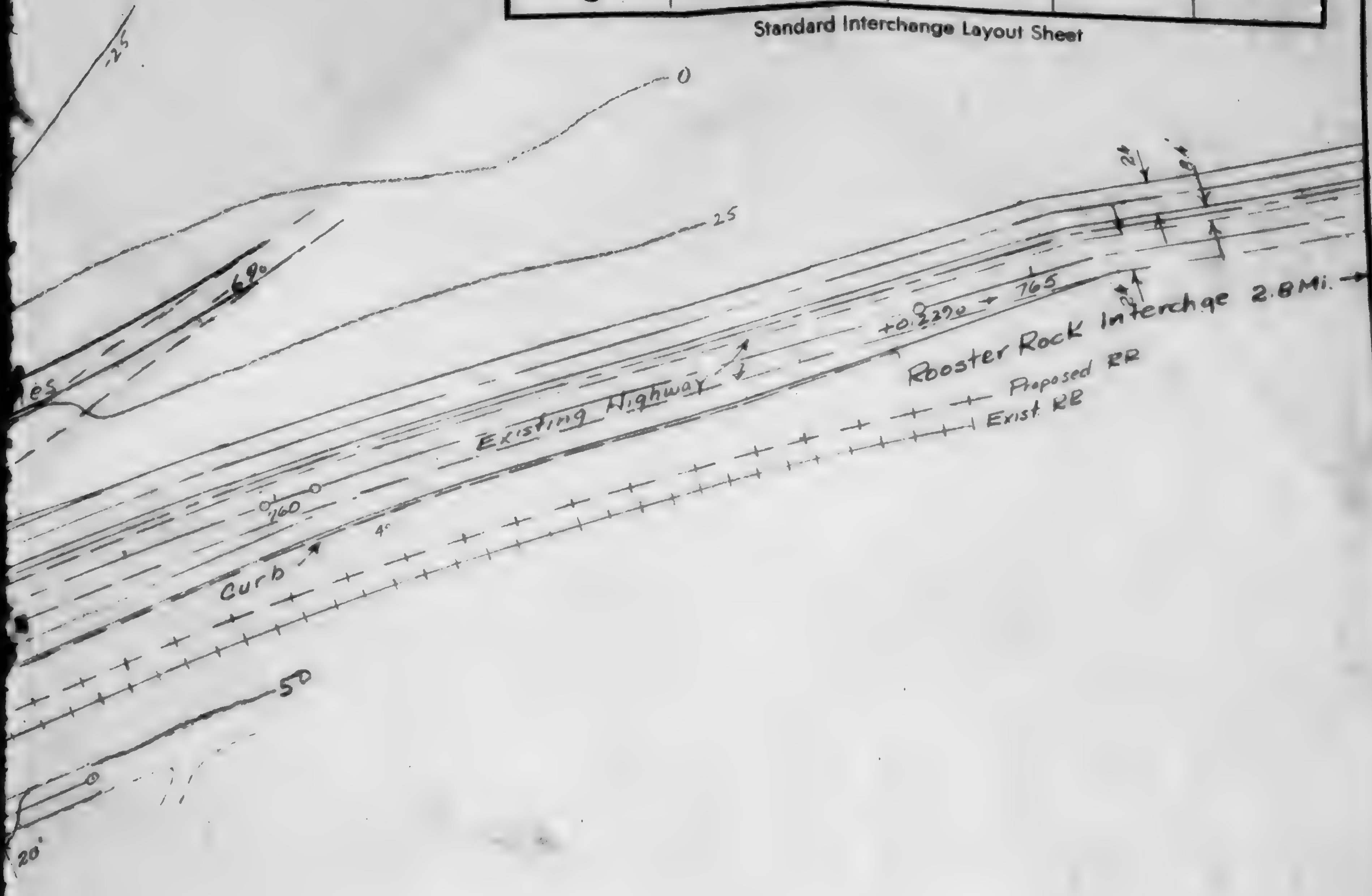
Columbia River Highway Sundial Road - Multnoma Falls Sect. Multnomah County				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet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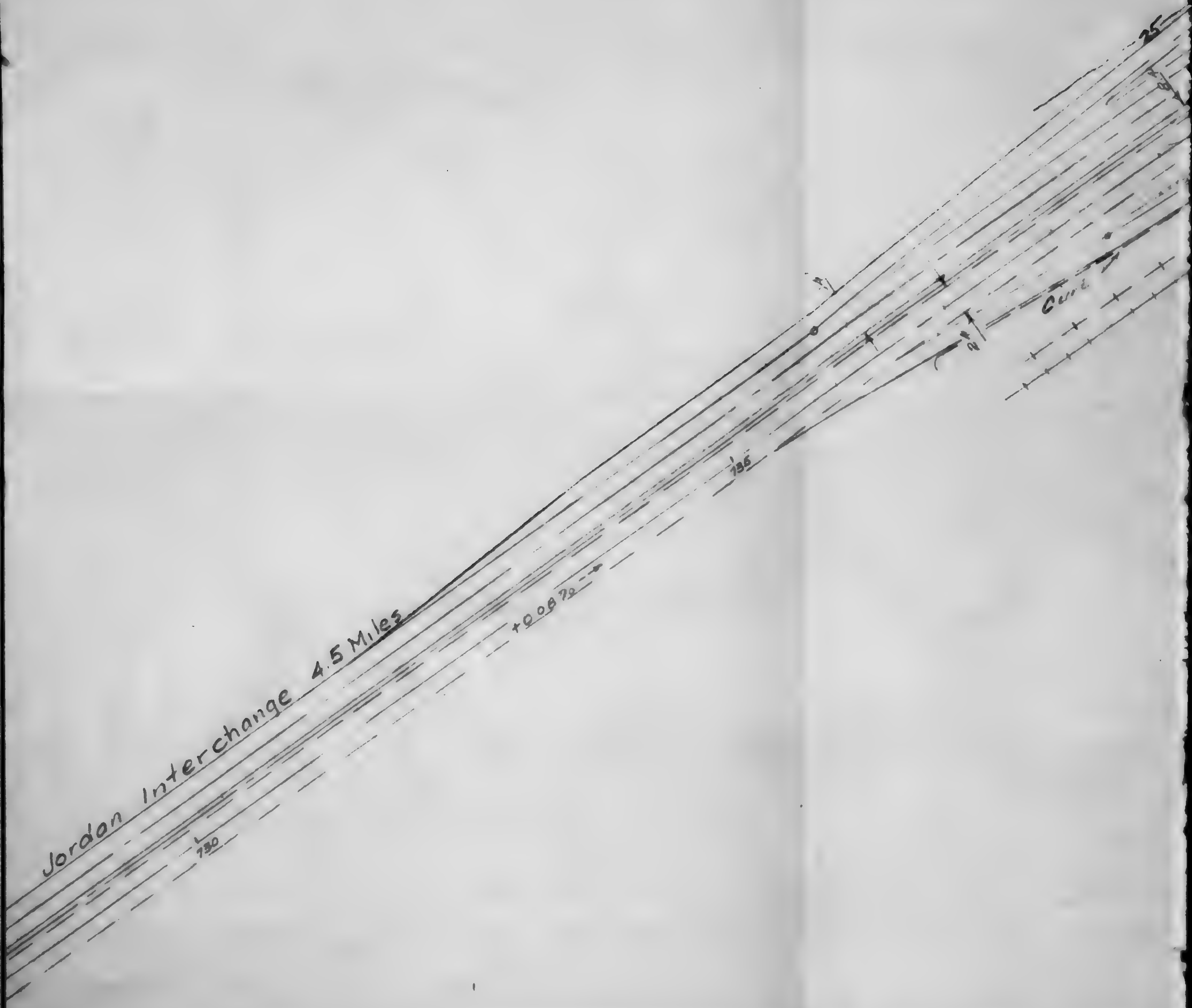
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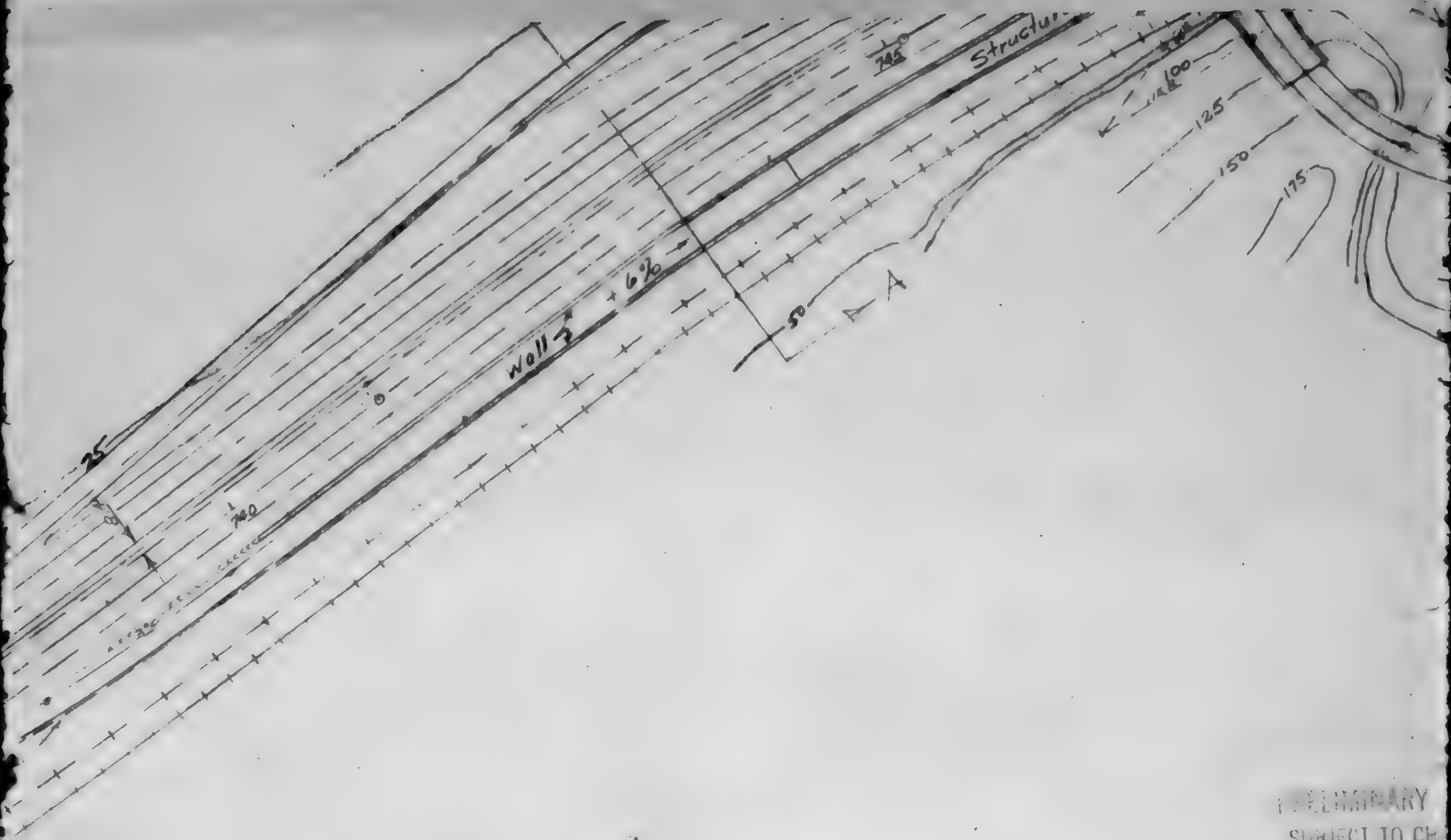
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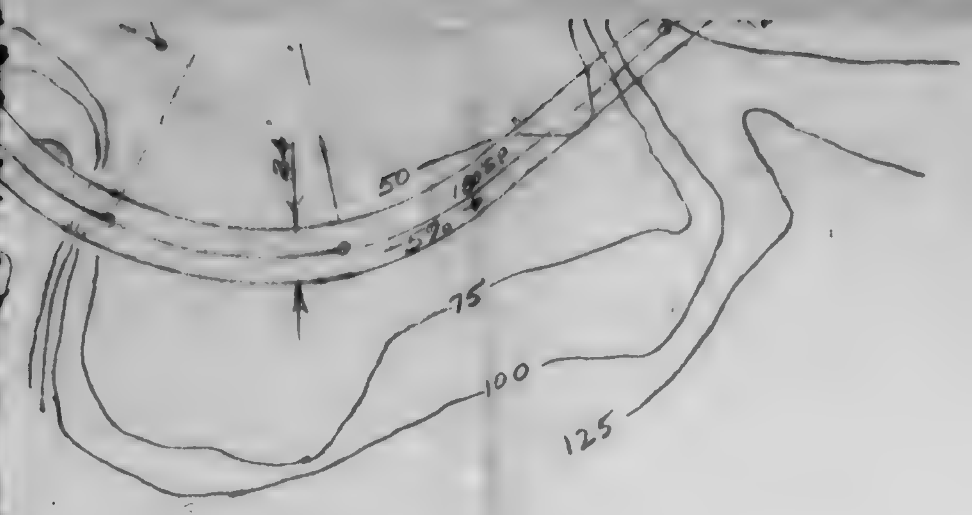
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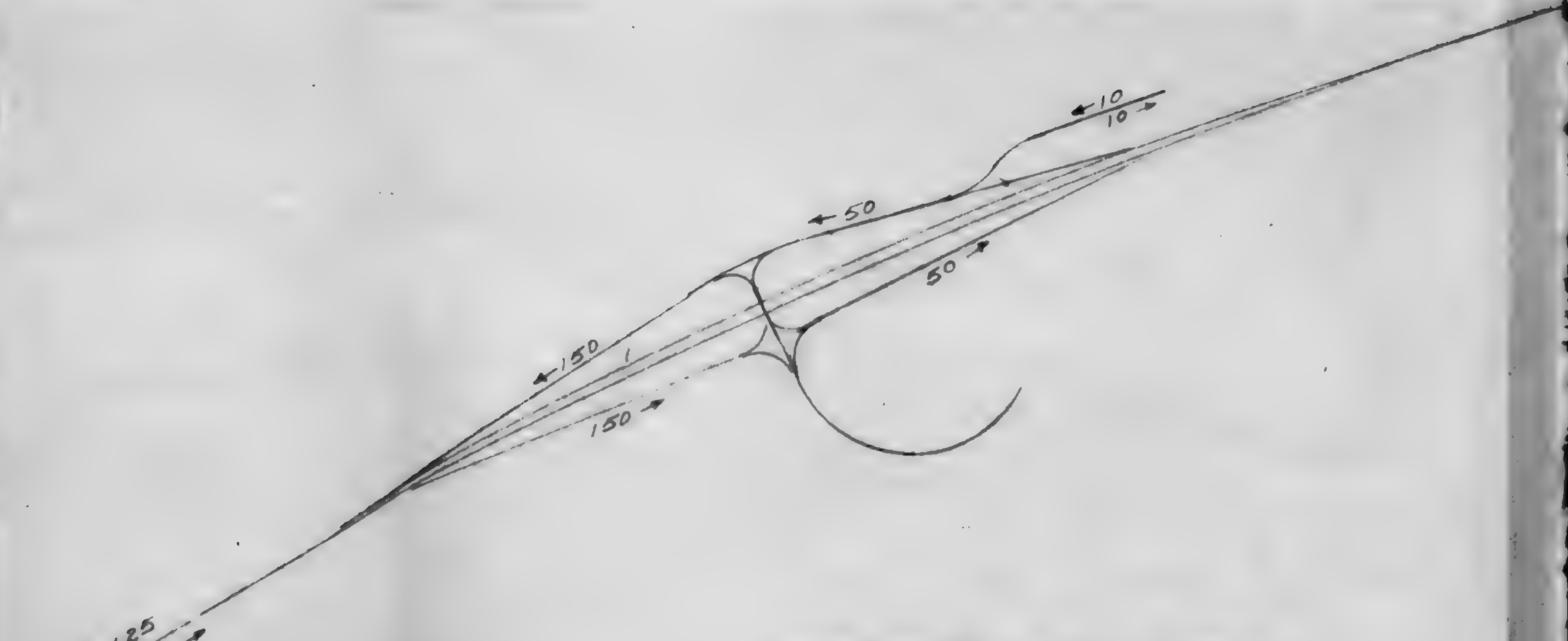
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1975 ADT (As Shown: 150→)
1975 DHV (23% of ADT)

PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
SUBJECT TO CHANGE

8525
8525

RECEIVED
JAN 9 - 1958
FOR FILING

January 9, 1958

Mr. Allen Baker, Chairman
Corbett School Board
Corbett, Oregon

457
593

Dear Mr. Baker:

Reply is made to your letter of January 7 concerning the Corbett interchange.

It was necessary, and still is necessary, that we label the plan forwarded you "Preliminary - Subject to Change." As explained in the last paragraph of our letter of November 27, minor changes as to dimension or alignment may be made during design, but no deviation extensive enough to alter traffic flow is contemplated. As stated in our letter, approval in general form for the pattern has been secured from the United States Bureau of Public Roads, and the final plan when approved should be almost a facsimile of the plan furnished you.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

TE:AR hi

BOARD OF DIRECTORS

ALLEN BAKER, CHAIRMAN
THOMAS J. SOMMERVILLE
WAYNE KRUCKMAN
KENNETH INNIS
EUGENE O'NIEL
GENEVA W JOHNSON, CLERK

CORBETT PUBLIC SCHOOLS
DISTRICT NO. 39, MULTNOMAH COUNTY

RAYMOND A. BROWN
SUPERINTENDENT

CLIFFORD REED
ASSISTANT SUPERINTENDENT

CORBETT, OREGON

January 7, 1958

State Highway Commission
% W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sirs:

Thank you for the Corbett Interchange Sketch Map that you mailed on November 27, 1957.

It was noted that this is a preliminary copy subject to change.

How soon may we expect a final decision in plans for this interchange? Please may we have this information as soon as it is available.

Very truly yours,
Allan A Baker
Allan Baker, Chairman
Corbett School Board

RECEIVED
JAN 9 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 29 1957
FOR FILING

5334

457
573

November 27, 1957

Mr. Allan Baker, Chairman
Corbett School Board, District 39
Corbett, Oregon

Dear Mr. Baker:

In compliance with your request of November 7 there is attached one copy of the Corbett Interchange sketch map. This has been approved in general form by the U. S. Bureau of Public Roads Divisional Office. Minor changes as to dimension or alignment may be made during design, but no deviation extensive enough to alter traffic flow is contemplated.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards

LPS:jc er

BOARD OF DIRECTORS

ALLEN BAKER, CHAIRMAN
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EUGENE O'NIEL
GENEVA W. JOHNSON, CLERK

RAYMOND A. BROWN
SUPERINTENDENT

CLIFFORD REED
ASSISTANT SUPERINTENDENT

CORBETT PUBLIC SCHOOLS

DISTRICT NO. 39, MULTNOMAH COUNTY

CORBETT, OREGON

November 7, 1957

State Highway Commission
c/o W. C. Williams
Salem, Oregon

Dear Mr. Williams:

In your letter of October 2, 1957, reference was made to the plan of the design for the interchange at Corbett Hill Road and U.S. Highway 30. At that time you stated that the design had been submitted to the Federal Government and that you felt confident it would be approved. Has the plan been approved?

Please, may the school board have a copy of the approved plan.

Very truly yours,

Allan Baker

Allan Baker, Chairman
Corbett School Board--Dist.39

lh

RECEIVED
NOV 11 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 1 1957
FOR FILING

00-35

October 30, 1957

1157

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

[illegible]

Dear Sir:

Under separate cover we returned tracing 52-9, Corbett Station Interchange, Columbia River Highway, bearing my approval signature.

I would like to suggest, however, that the right angle intersection of the frontage road and the west bound off ramp in the northeast quadrant be changed to a more acute angle as shown roughly in pencil. The nearly zero west bound traffic volume that might desire to make the turn onto the fish road does not, in my opinion, warrant the substantially higher cost of the right angle junction. This is a suggestion only and if you still desire more costly design, we will interpose no objection.

Very truly yours,

C. G. Polk
Division Engineer

NOTED

Original to
Mr. Edwards

RECEIVED
OCT 23 1957
FOR FILING

BOARD OF DIRECTORS

ALLEN BAKER, CHAIRMAN
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GENEVA W JOHNSON, CLERK

CORBETT PUBLIC SCHOOLS

DISTRICT NO. 39, MULTNOMAH COUNTY

RAYMOND A. BROWN
SUPERINTENDENT

CLIFFORD REED
ASSISTANT SUPERINTENDENT

CORBETT, OREGON

October 17, 1957

NOTED
W. C. WILLIAMS

State Highway Dept.
% W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Thank you for the information given in your letter of October 2 setting forth the plan for the inter change at the junction of the Corbett Hill Road and U.S. Highway 30.

The School Board and one thousand voters of this area are in accord with the plan that has been outlined and submitted to the Federal Government.

Very truly yours,

Allan Baker

Allan Baker, Chairman
Corbett School Board

cc: Multnomah County Commissioner

RECEIVED
OCT 23 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 3 1957
FOR FILING

October 2, 1957

Mr. Allan Baker, Chairman
Corbett School Board
Corbett Public Schools
Corbett, Oregon

Dear Mr. Baker:

Reference is made to your letter of September 11 concerning the traffic interchange at Corbett Hill Road on US30.

Our design for an interchange at Corbett Hill Road is not yet complete. As you know, this is a project on the Interstate Highway System and must receive the approval of the Federal Government before we can go ahead with it. The design which we have submitted to the Federal Government provides for traffic movement in and out of the Corbett Hill Road in both directions on the Columbia River Highway. We anticipate that the design will be approved by Federal authorities.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. F. B. Crandall

BOARD OF DIRECTORS

ALLEN BAKER, CHAIRMAN
THOMAS J. SOMMERVILLE
WAYNE KRUCKMAN
KENNETH INNIS
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GENEVA W JOHNSON, CLERK

CORBETT PUBLIC SCHOOLS
DISTRICT NO. 39, MULTNOMAH COUNTY

RAYMOND A. BROWN
SUPERINTENDENT

CLIFFORD REED
ASSISTANT SUPERINTENDENT

CORBETT, OREGON

September 11, 1957

State Highway Dept.
% W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

One of our school bus routes is via the Corbett Hill Road to Corbett Station, thence to Bridal Veil by way of the new Columbia River Highway No. 30.

It is our understanding that Columbia River Highway No. 30 is to be widened and improved.

What provision is being made at the junction of the Corbett Hill Road and the improved Columbia River Highway for the safe entry and exit of buses at this point?

Very truly yours,
Allan Baker
Allan Baker, Chairman
Corbett School Board
District No. 39

NOTED
G. S. PAXSON

RECEIVED
SEP 13 1957
OREGON
[illegible] COMMISSION

RECEIVED
OCT 3 1957
FOR FILING

5324

September 4, 1957

457

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reply is made to your letter of July 30 concerning the Corbett interchange on the Columbia River Highway.

As per the request in your letter, we have asked our Appraisal Section to investigate the possibility of eliminating the access to the interstate highway at Corbett. Copies of letters under dates of August 19 and August 23 by W. H. Witt and H. W. Snell are attached. Their opinions seem to be inconclusive.

I am also attaching an Opinion from our Legal Division concerning the rights which the people of Corbett may have to this crossing and a letter from Multnomah County over the signature of P. C. Northrop, Roadmaster, indicating that the County will not concur under any consideration in its closure. We have, as you are aware, submitted an alternate solution which provides for service from Corbett to Portland at a cost of about $50,000 in excess of the original design, which, I believe, will satisfactorily solve all of the problems, including those of the fishermen who wish to get to the moorage. The one bad feature of the plan is that anyone from Corbett who wishes to go east must first go west approximately four miles to the Jordan interchange before he can turn east. We believe, however, that the traffic eastbound from Corbett will be negligible and that this extra travel distance will not be a matter of concern.

We request your concurrence in the alternate plan submitted.

Very truly yours,

W. C. Williams
State Highway Engineer

By: Forrest Cooper
Deputy State Highway Engineer

TE:AR   me

cc Mr. Tom Edwards

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

PLEASE RETURN TO
FORREST COOPER

08-35

July 30, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Corbett Interchange on Columbia River Highway

See [illegible]

Dear Sir:

Your letter of July 16 requested clarification of a letter from this office dated June 6 which stated in part: "Your attention is called to the fact that the interstate system is to serve local as well as through traffic and a town should not be destroyed, therefore, except in the most unusual circumstances".

Our letter of June 6 was written in connection with the approval of a Stage 1 program covering Interstate Route 2 from Sandy River to Bonneville and the sentence in question was quoted from our Regional office approval letter. From information previously obtained from your department, we understood that access to the community of Warrendale would be difficult to provide and that it might be necessary to buy the property involved at a cost of approximately $335,000. When this information was given to our Regional office with the program supporting data, they replied as quoted above.

It is evident, therefore, that where the purchase of existing access rights will have the effect of destroying a town or community such as Warrendale, some other means must be found to control access. In the case of Warrendale, an expensive relocation may be necessary.

At Corbett, the purchase of access rights to the Interstate route will not destroy the community since there is a road leading south 3/4 mile to old U.S. 30. Prior to 1950, this road was the principal access to the town. The railroad crossing is potentially dangerous as trains operate at high speeds in this area and elimination of the crossing would be desirable. Purchase of the access rights would eliminate the need for an interchange and the attendant railroad crossing. For these reasons our Regional office requested that the situation be investigated further with a view to eliminating the interchange if economically feasible. Please make the necessary investigation at Corbett and advise us of your findings.

Very truly yours,

C G Polk

C. G. POLK
Division Engineer

RECEIVED
[illegible] 1 1957
OFFICE OF
STATE [illegible] ENGINEER

COMMISSIONERS
M. JAMES GLEASON
AL L. BROWN
JACK BAIN

PAUL C. NORTHROP
ROADMASTER AND ENGINEER

COUNTY OF MULTNOMAH
BOARD OF COUNTY COMMISSIONERS

DIVISION OF ROADS AND BRIDGES
2115 S.E. MORRISON
PORTLAND 15, OREGON
CA 7-8441

August 23, 195[illegible]

Mr. C. G. Swenson
Engineer - County and City Relations
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Swenson:

Confirming converation with you in my office today, Mr. Verne Jones, Field Engineer also being present, regarding your request for the closing of Corbett Road at its intersection with the Banfield Expressway:

Corbett Road has been in existence for a great many years, and the fact of the matter is that a few years ago we spent $60,000.00 on the improvement of it. Many of the residents and farmers in this area use the road for their access to the Banfield Expressway rather than use the old highway, but more particularly in the winter time when we have a strong east wind and drifting snow the Crown Point Highway is difficult to keep open. As you people are well aware, for this reason the residents in a large area use the Corbett Road to get back and forth to Portland. This road is of such importance to the existence of a great many people in the Corbett area that under no consideration would we ever think about the idea of its being closed for access to the Banfield Expressway.

Yours very truly,

P. C. NORTHROP
Roadmaster

PCN/sw

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1957

SUBJECT: Corbett Station Interchange
Columbia River Highway
Multnomah County

To: Tom Edwards
Construction Engineer
O F F I C E

Attention: Don Lor[illegible]
[illegible] pervisor

Since reporting our original estimate on August 19th, a further attempt was made to more or less segregate the several possible interested groups who may file claims for damages caused by the closure of a highway access road at Corbett Station and/or cancellation of moorage permits and access to said moorage. There are three definite groups which are vitally interested in this matter and we are giving our estimates subject to legal interpretation as they may be applied by the courts.

Group #1 - The Taylor moorage, which has a membership of about fifteen fishermen and controls approximately eighteen boats. Bud Reardon is captain of this group. The elimination of this landing and moorage would cost not less than $115,000.00

Group #2 - This is the Reed landing and moorage which has a 30' X 70' float and dock and house on piling. At present five boats are tied up at this point. Reed claims he holds a non cancelable permit from the U.S. Congress for a fishing right and access from his home to the river (which also includes the tunnel R.R. crossing. The estimated cost of closing this road and elimination of his moorage will approximate... $105,000.00

Group #3 - This group comprises property owners south of the Columbia River Highway, and extending as far as the Chamberlain County road. The closing of the Corbett station access road to the Columbia River Highway creates a cul-de-sac and places these owners in such a position that legitimate claims may be prosecuted. A rough estimate of possible claims would not be less than $100,000.00

The total under these three categories is $320,000.00
Conservative contingency 25% 80,000.00

Estimated total liability $400,000.00

Since a large number of interested property owners are involved in this proposed Corbett closure, as well as the revocation of certain fishing rights and permits, any estimate we may prepare is contingent upon the legal interpretation of such claimants rights and finally the amounts a jury may determine as a just and fair verdict. A memorandum opinion prepared by attorney Don Stark is attached for your information. You will note he has not included an opinion of the irrevocable Reed permit since no copy of this permit is available at present.

W. H. Witt
Appraiser

WHW:md
encl.

[illegible] CHAST
[illegible]
5/23/57

MEMORANDUM OPINION

The Problem

[illegible], a county road [illegible] passed through the town of Corbett, the town adjoining the Columbia River a few miles east of Portland, Oregon, and ended at the Columbia River. In the early days, the road was used extensively by fishermen who moored their boats on the Columbia River at the end of this county road. It is not [illegible] [illegible] these fishermen have. The State then constructed the relocated Columbia River Highway and [illegible] this county road just north of the town of Corbett. The county road was not closed, and it is presently [illegible] [illegible] Columbia River Highway to and from the town of Corbett [illegible] to enter the relocated Columbia River Highway from either side and to travel both east and west thereon. The State received a deed from the State Land Board [illegible] property between the high and low water mark throughout the entire [illegible]. The relocated Columbia River Highway is constructed on that property. There is no survey determining the high water mark or the low water mark on the ground. The conveyance, of course, was subject to the county road which at the time of the deed existed on the land. I have no good map showing the exact situation and this will be necessary in determining any special damages.

Under the new federal program, it will be necessary to four-lane the Columbia River Highway, and the Bureau of Public Roads has requested that the crossing of the county road at Corbett be discontinued. The main problem, therefore, is what is the best method of accomplishing this closure.

ROUGH DRAFT
DS:bh
8/22/57

Problem 1.

Does the State Highway Commission have the authority to make the closure without consent of the county court?

ORS 374.060 provides that the State Highway Commission with approval of the county court may close any street, highway or road at or near the point of its intersection with the throughway, or with like approval construct an overpass or underpass or a service road with a suitable point of connection. See also ORS 374.065.

In Cabell, et al. v. City of Cottage Grove, et al., 170 Or. 257 (1943), the Court held specifically that the State Highway Commission had no authority to close a city street within the city limits of an incorporated town. The reasoning was that the city had never been authorized by the Legislature to make closures of city streets. The Court stated it was true that the city had rights to vacate city streets, but a distinction was made between vacation and closure. (see p. 276 of opinion.) It was decided, therefore, that since the city did not have legislative authority to make closure, it could not delegate or contract away this right to the state. It would seem that there could be no distinction between a city street and a county road and at the time of the Cabell case there was no legislation authorizing the county court to close a county road. Subsequent to the case, and in 1947, the previous mentioned statutes, ORS 374.060 and ORS 374.065 were enacted, obviously, for enabling legislation. These statutes then permitted the county to approve closures by the State Highway Commission.

It would seem clear, therefore, that the State Highway Commission, without approval of the county court, has no authority to close the county road at its intersection with the throughway.

Incidentally, it might be of value in discussing this problem with the county to point out that should the county consent or approve of the closure, any compensable items of damage which might be payable to parties would not be destroyed. In other words, should there be a private right of access or damage by reason of cul-de-sac to a party abutting on the county road, those damages would still be payable even though the county court consented to the closure.

> "The legislature, by virtue of its paramount and plenary authority, may close a street or may delegate such powers to a city, though that power may not be constitutionally exercised without making compensation to property owners who suffer special injury as a result. *Bostwick v. Hosier*, 97 Or. 125, 190 Pac. 299; *Sandstrom v. Oregon-Washington Railway and Navigation Company*, 75 Or. 159, 146 Pac. 803; *Willamette Iron Works v. Oregon Railway and Navigation Company*, 26 Or. 224, 37 Pac. 1016 . . . ."
>
> *Cabell, et al. v. Cottage Grove*, *supra*.

The Federal Aid Highway Act of 1956, however, contains a provision [Section 109 (a)] as follows:

[illegible]

In any case in which the Secretary of Commerce is requested by any state to acquire any lands or interests in lands (including within the term "interests in lands", the control of access thereto from adjoining lands) required by such state for right of way or other purposes in connection with the prosecution of any project for the construction, reconstruction, or improvement of any section of the Interstate system, the Secretary of Commerce is authorized, in the name of the United States and prior to the approval of title by the Attorney General, to acquire, enter upon, and take possession of such lands or interests in lands by purchase, donation, condemnation, or otherwise in accordance with the laws of the United States.

"(1) the Secretary of Commerce has determined either that the State is unable to acquire necessary lands or interests in lands, or is unable to acquire such lands or interests in lands with sufficient promptness, and

"(2) such state has agreed with the Secretary of Commerce to pay, at such time as may be specified by the Secretary of Commerce, an amount equal to 10 per cent of the costs incurred by the Secretary of Commerce, in acquiring such lands or interests in lands, or such lesser per-

percentage which represents the state's pro rata share of project costs as determined in accordance with Section 108 of this title."

It would seem, therefore, that a reasonable procedure to follow in the instant case is to request the Federal Government to close the county road and to acquire any rights of the fishermen by virtue of their license to moor boats at this point in the river, and the rights of abutting property owners on the county road by reason of the creation of a cul-de-sac.

Problem 2.

Assuming the county court does not approve the closure, and assuming that the State Highway Commission requests the Federal authority to close the county road, what compensable items of damage would have to be paid to the property owners and fishermen who use the county road?

Although the problem presented has emphasized the damage to fishermen living in Corbett and fishing on the other side of the relocated Columbia River Highway from boats which they own and which are moored in the river, (or, in other words, a crossing problem) it would seem that a more reasonable approach to the problem would be to treat the rights of all parties interested in the county road as rights of access to and from the relocated Columbia River Highway on either side where the county road intersects it. If this approach is taken, then we have a problem of measure of damages on either side of the highway.

[illegible] DRAFT
[illegible]
[illegible]

On the river side, or north side, of the Relocated Columbia River Highway, the county road travels but a short distance to the shore of the Columbia River and to moorage facilities. I am informed that these moorage facilities are below the low water mark of the river and are there by virtue of license granted by the War Department so long as they do not interfere with navigation. Although I do not have a copy of this instrument, it is probably a license, revocable at will by the United States Government. If such is the case, is their interest "property" under the Oregon Constitution providing for just compensation when private *property* is taken for a public use?

A wharf right granted by the State Legislature to an upland owner on a navigable stream, though unused, was held to be property for which compensation must be made if it is to be taken for public use. *Pacific Elevator Company v. Portland*, 65 Or. 349 at 402; 133 P. 72 at 46 L.R.A. (n.s.).

The Court in the *Pacific Elevator* case spoke, however, of the upland owner having "title" to the land on which the wharf would be constructed.

It may be seen, then, the importance of determining the nature of the fisherman's rights at Corbett.

The measure of damages to these fishermen, should their interest in the moorage be "property" for which just compensation must be paid, would be the fair cash market value before the closure less the fair cash market value after the closure. The market value after the closure would probably be zero since the closure would prevent completely ingress and egress to this moorage.

ROUGH DRAFT
LS:bh
3/22/57

On the south line of the relocated Columbia River Highway, the problem is again one of creating a cul-de-sac. The Oregon cases have held that there is no private right of access in a public road. However, there may be damages to fee owners of property adjoining a county road by reason of its closure. These damages are termed cul-de-sac damages and accrue to the property owner by reason of the fact that his property now abuts on a dead-end street and is subject to the inconveniences of living on such a street. Property owners who are specially injured as a result of the closure of the city street at its intersection with a public highway are entitled to just compensation under the Oregon Constitution. Cabell v. Cottage Grove, supra, page 281.

In another Oregon case it was error to instruct the jury that the blocking of the property owner's access to one street was not a taking so long as he had access to another street. Ail v. City of Portland, 136 Or. 654 (1931).

The owner of property fronting on a street or highway has, as appurtenant thereto, certain private easements in streets in front of or adjacent to property as distinguished from right of passing to and fro which he enjoys in common with the public. Beckham v. State, 149 P.2d 296 (Cal. 1944). In the foregoing case, the construction complained of was a concrete curb which was erected on the street perpendicular to that upon which the plaintiff's property abutted and prevented the plaintiffs from crossing this perpendicular street, thereby not resulting in a true cul-de-sac, but in preventing the plaintiffs from crossing this perpendicular street and that as a result thereof the plaintiffs' property has been depreciated in market value and rendered practically unsalable because the same has been left in what is from the standpoint of reasonable access a virtual cul-de-sac. The plaintiffs' recovery was denied under the theory that plaintiffs' damages differed only in degree from that of the general public.

> "The weight of authority supports the proposition that if by the vacation or closing of a street, access to property from the general system of streets in that direction and the property is left fronting on a cul-de-sac, the owner may recover damages."
>
> 49 A.L.R. 351, and cases cited thereunder.

The general trend of the cases cited in the foregoing A.L.R. note infers that the right to recover damages by reason of the formation of a cul-de-sac extends only to the next intervening street and there is some authority for the proposition that even the owner whose property is located on a corner at the entrance of the cul-de-sac so that he has access to his property not only on the open portion of the closed street but also on another street at right angles thereto, may not recover. Ponischil v. Hoquiam Sash and Door Company, 41 Wash. 303, 83 Pac. 316 (1906).

In the foregoing A.L.R. note, it was stated that ordinarily damages cannot be recovered by a property owner for the vacation or closing of a street in another block from that in which his property is located, or, in other words, beyond the next cross street. Under these circumstances he may be regarded as having reasonable access to his property and as sustaining no special or peculiar damages.

> the great weight of authority . . . indicates that where a street upon which the plaintiff's property abuts is so constructed that he finds himself fronting upon a cul-de-sac, he is entitled to damage."
>
> Sandstrom v. Oregon-Washington Railway and Navigation Company, 75 Or. 124 (1915).

In the Sandstrom case, the cul-de-sac was created by excavation approximately 16 feet from the edge of the plaintiff's property line.

A note in 93 A.L.R. 642, supplementing the annotation in 49 A.L.R. 351, stated that generally a property owner has been entitled to damages where, by the vacation or closing of a street, access to his property from the general system of streets in that direction is cut off and the property is left fronting on a cul-de-sac; that such property owner is or at least may be under the particular circumstances entitled to damages. Among the cases cited is Cooms v. Portland, 136 Or. 233,298 Pac. 900 (1931). Dictum in that case stated:

> "It may be said with a degree of certainty that an owner whose property abuts on that part of the street vacated is entitled to compensation for deprivation of his right of access to his property. It is also a well-established general rule that those owners whose property does not abut upon the street

vacated are [illegible] have access to the [illegible] of streets . . . The real test is not whether the [illegible] abuts upon the street vacated, but whether a special injury has been sustained by reason of the vacation."

[illegible]

In the Cooke case, it was held that since the owner [illegible] on the street vacated that the inconvenience which he suffered differs only in degree from other property owners in the same neighborhood and that such inconvenience does not constitute a taking of the property within the meaning of the constitutional provision that private property shall not be taken for public use without just compensation. The Cooke case, therefore, is authority for the proposition that an intervening street is the dividing line between property owners entitled to damages by reason of a cul-de-sac.

In a California case, it was held that a property owner's action in inverse condemnation was not proper where an obstruction impaired his right of access to the general system of streets but when the obstruction was beyond the next intersecting street. Bacich v. Board of Control of California, 144 P.2d 818 (1943).

It seems clear, therefore, that at least some of the property owners abutting on the county road south of the relocated Columbia River Highway will suffer some special damages by virtue of the cul-de-sac created by closure of the county road at its intersection with the relocated Columbia River Highway. The extent of these compensable items of damage are very difficult to determine. However, certain factors may be considered in determining these damages. Perhaps the most important is the street and road system in Corbett. This system is something which I have not seen and which would be essential in determining which property owners would be affected. It must be remembered in measuring damages by reason of the cul-de-sac that property owners may not recover merely for their right of access to the relocated Columbia River Highway.

Conclusion:

Before a proper [illegible] of the damages payable to the abutting [illegible] of the county road at Corbett, it will be necessary to determine the right by which the fishermen at Corbett moor the boats on the Columbia River and to obtain an accurate map of the system of streets in Corbett to determine the losses on the south side of the relocated Columbia River Highway.

D:hh
7/22/57

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 19, 1957

SUBJECT: Corbett Station Interchange
Columbia River Highway
Multnomah County

To: R. L. Porter
Right of Way Engineer
O F F I C E

Attention: Don Norlin
Appraisal Supervisor

Following the request contained in Mr. Edwards letter of August 5th, a careful study was made of the many problems involved in the proposed abandonment of the access road from Corbett Station to the new Columbia River Highway. The writer and William Small, of this office, spent considerable time investigating the affect of this elimination and discovered that the property owners in this community are prepared to resort to litigation, if necessary, to prevent complete closure of this access connection.

Some of the property owners in this area informed us that they had conferred with our engineer and agreed with the proposal to construct an overpass and a connection to the moorage location. They expressed a willingness to cooperate with this office if we follow such plans for the re-establishment of this access.

Investigation disclosed that residents residing between the town of Springdale and Larch Mountain junction have been using the improved County road to Corbett station and have become accustomed to using the Corbett access in travelling east or to the city of Portland, since this route provides the fastest method of travel. Furthermore, this connection provides direct travel for the thirty odd fishermen living in this area to their moorage and or floats anchored in the Columbia River along the north right of way line of the Columbia River Highway. Fishermen contend this is a very advantageous location for this moorage because of a good channel run of fish, a certain protection from strong currents and cannot be moved to other locations as suggested. We were informed that as many as fifty families, more or less, depend upon this fishing industry for their livelihood.

What legitimate claims these people may have, should we close this access, particularly the moorage access, we are not prepared to state. However, should the courts determine that valid claims did exist then there is a possibility that such claims could exceed the sum of $500,000.00. We firmly believe any attempt to abandon this access will stir up a real hornet's nest and result in numerous law suits. Property owners anticipate considerable development in this section and contend this access will be an absolute necessity within the next ten to twenty years, and they cannot afford to lose what they have gained in the last ten years.

W. H. Witt
Appraiser

[illegible]
cc: Forrest Cooper
[illegible] Edwards

FORM E-30X—57,500—5-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5th, 1957

SUBJECT:

To: Mr. R. L. Porter
Right of Way Engineer
Office

We attach hereto a print of a proposed interchange at Corbett. We quote as follows from a letter from Division Engineer C. G. Polk:

"At Corbett, the purchase of access rights to the Interstate route will not destroy the community since there is a road leading south 3/4 mile to old U.S.30. Prior to 1950, this road was the principal access to the town. The railroad crossing is potentially dangerous as trains operate at high speeds in this area and elimination of the crossing would be desirable. Purchase of the access rights would eliminate the need for an interchange and the attendant railroad crossing. For these reasons our Regional office requested that the situation be investigated further with a view to eliminating the interchange if economically feasible. Please make the necessary investigation at Corbett and advise us of your findings."

Please give us an appraisal of the cost of purchasing access rights from the community of Lower Corbett to the freeway.

There is another facet involved in this matter, namely that of closing the railroad crossing which was established in 1880. By a copy of this letter, I am requesting the County & City Relations people to negotiate with Multnomah County to determine the steps necessary to secure the closing since it requires the abandonment of a county road.

Edwards

Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper
C. G. Swenson
C. G. Polk

NOTED
FORREST COOPER

RECEIVED
AUG 6 1957
OFFICE OF
STATE HIGHWAY ENGINEER

2123X 50M 5-57

RECEIVED
FOR FILING

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

July 16, 1957

Yellow copy
Channel
[illegible]

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reply is made to your letter of July 1 concerning comments by your Regional Office regarding interchange layouts submitted to them. We answer them in turn as follows:

Jordan Interchange: We will extend the divider between the ramps on the north side of the freeway out to the frontage road intersection. I call your attention to the fact that this was included in the original design and had to be deleted to secure the approval of your office.

Corbett Interchange: Two ramps cross at grade on a crossing which has been in existence since 1880 and would be very difficult to eliminate. We call your attention further to extremely difficult traffic conditions which will be faced in this area if the crossing is eliminated due to the necessity of sending local traffic over the hill from Corbett. This would inconvenience a great number of people. Further, we find only one accident on this crossing since the new highway was opened in 1950. This involved a truck which became stalled on the track. There have been no personal injuries of any kind. We call your attention further to and ask clarification of a letter from your office dated June 6, 1957, stating in part: "Your attention is called to the fact that the interstate system is to serve local as well as through traffic and a town should not be destroyed, therefore, except in the most unusual circumstances."

Baldock Freeway, North Unit - Interchange FAI-1, FAI-3, Ross Island Bridge: The collector road mentioned in the first paragraph has been deleted. In paragraph 2 you call attention to the undesirable weave sections between the collector road and the interchange which, according to the highway capacity manual, will restrict speeds to less than

30 miles per hour during peak hours. It is our understanding that the capacity designed for anticipated speeds of 35 miles per hour and it is our belief that the five-mile loss of speed will not be too harmful. This is a difficult design problem but we have the weave sections so spaced as to have approximately 900 feet of distance in which to complete these weaves. We are further studying means of improvement. We attach copies of two plans which have been worked out, one of which will be selected when the final location of FAI-3 is determined.

Referring to paragraph 3, it is our belief that the interchange will become unduly costly and complicated, both for design and capacity, if connections are provided from Harbor Drive to the proposed river bridge.

With respect to paragraph 4, we are now, of course, in the progress of developing planimetric maps by aerial methods of the area in question which will show two-foot contours. Our work at present has been confined largely to flat layout plans with city street maps showing intersection elevations being used to determine grade controls. We attach copies of these maps.

We are considering changing our present system of intersection approval to one wherein topography and culture will be shown on all layout plans prior to seeking approval of them. You may rest assured it is our intent to submit contour maps of the important layouts, and probably all layouts, as soon as the details can be worked out.

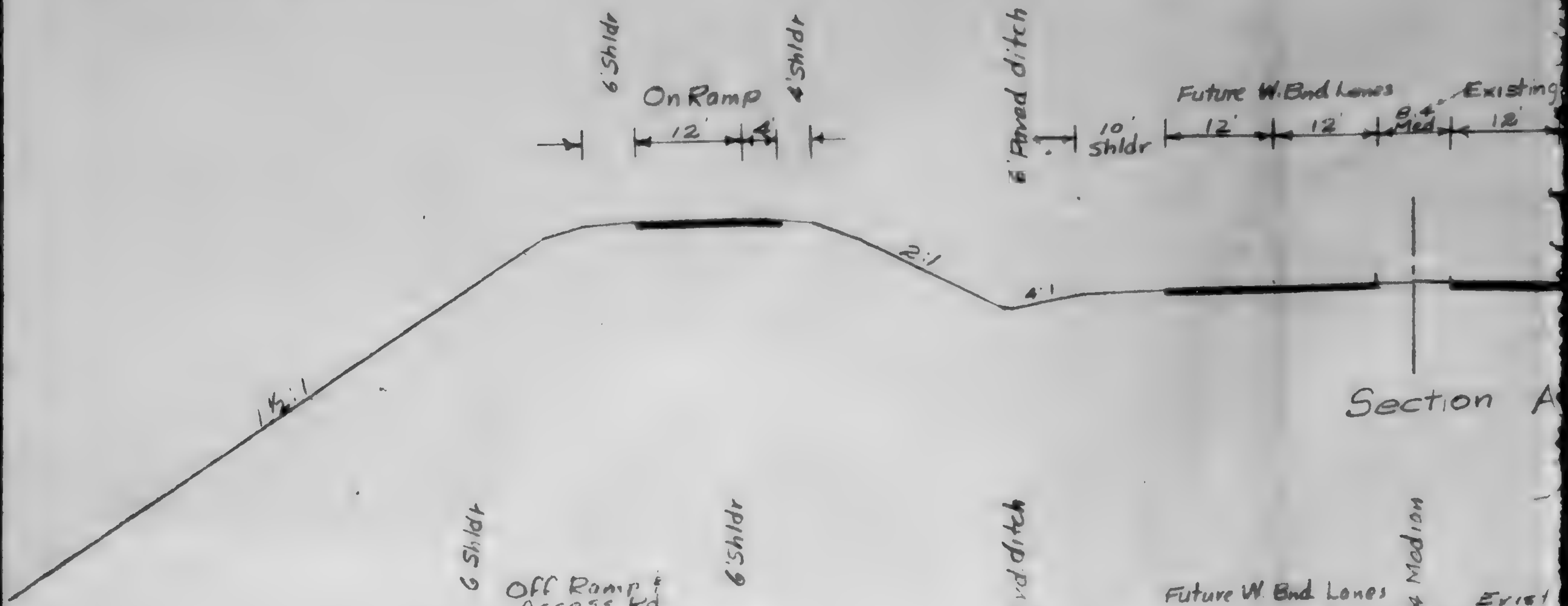
Very truly yours,

W. C. Williams
State Highway Engineer

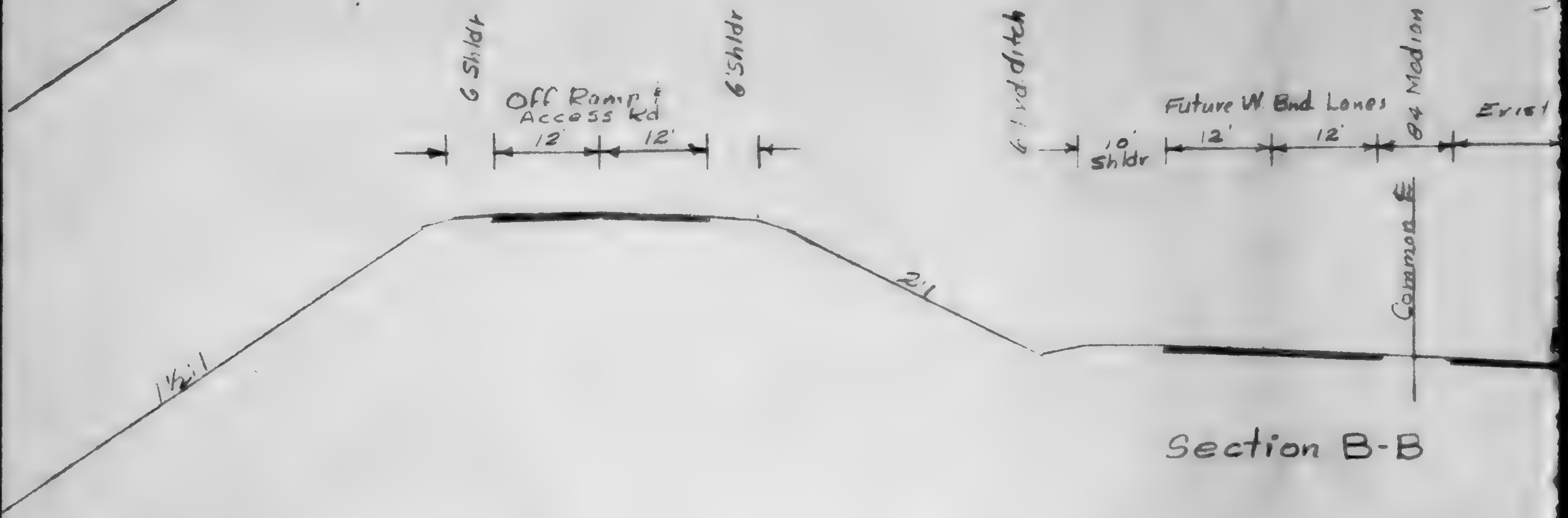
By
Forrest Cooper
Deputy State Highway Engineer

Encl.

cc Mr. W. C. Williams
Mr. Tom Edwards


6' Shldr
On Ramp
4' Shldr
12'
4'
6' Paved ditch
10' shldr
Future W. Bnd Lanes
12'
12'
8.4' Med
Existing
12'
2:1
4:1
1½:1

Section A


6' Shldr
Off Ramp & Access Rd
6' Shldr
12'
12'
6' Pvd ditch
10' shldr
Future W. Bnd Lanes
12'
12'
84 Median
Exist
Common ℄
2:1
1½:1

Section B-B

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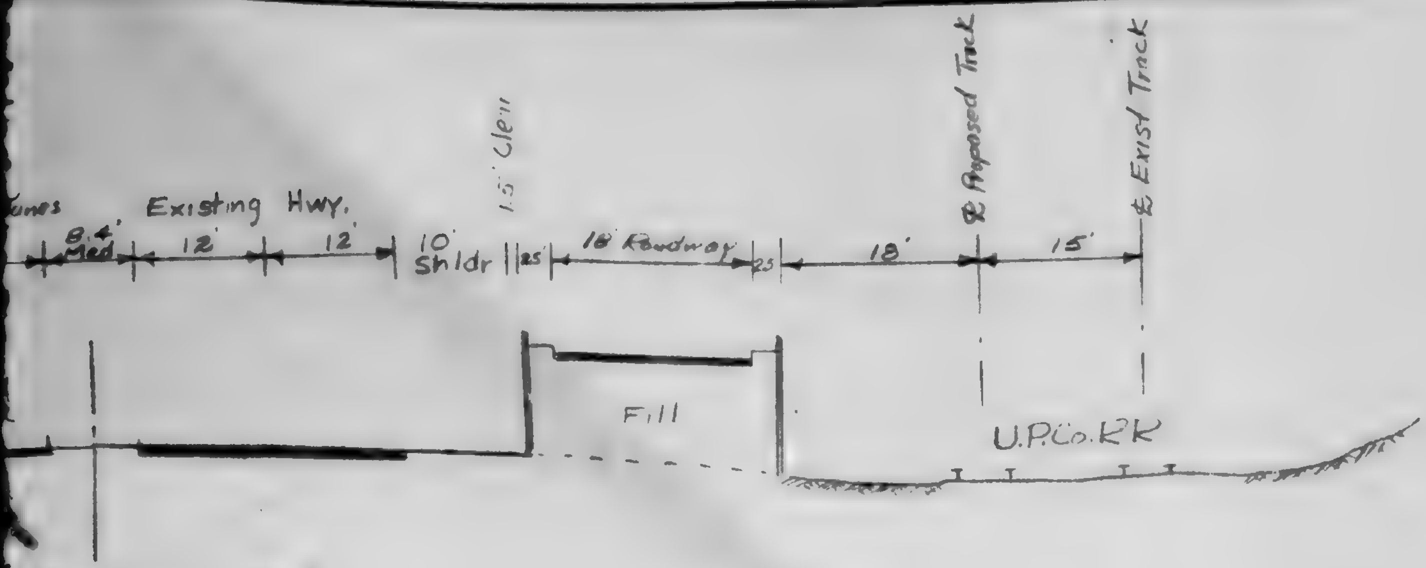
SUBJECT TO CHANGE



ones
Existing Hwy.
8.4' Med
12'
12'
10' Shldr
1.5' Clear
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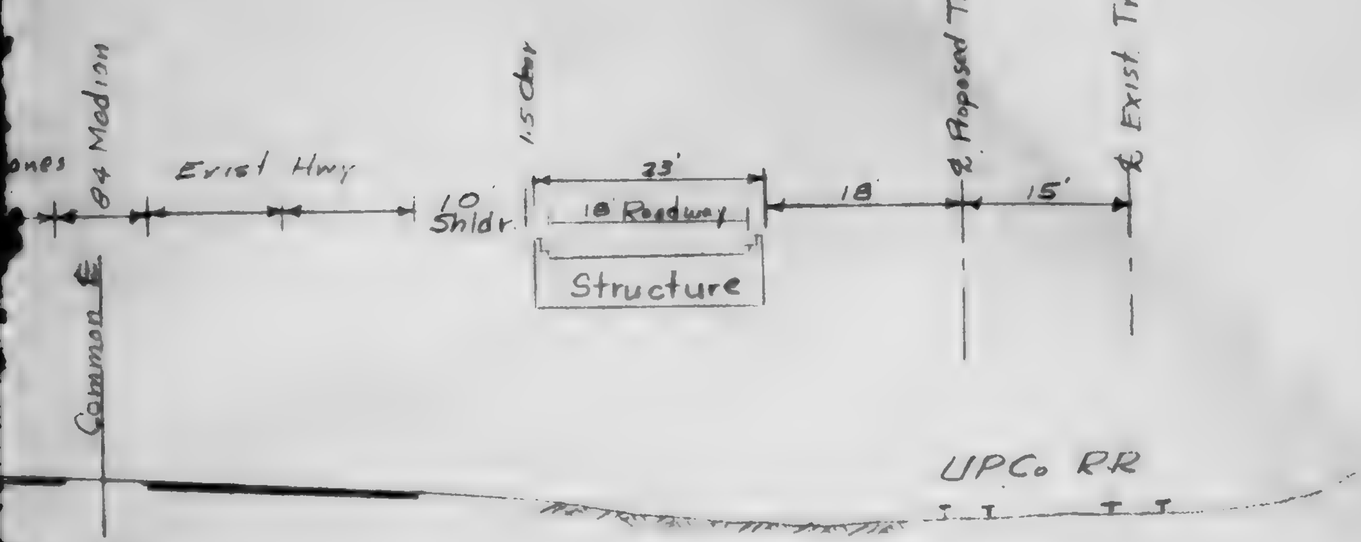
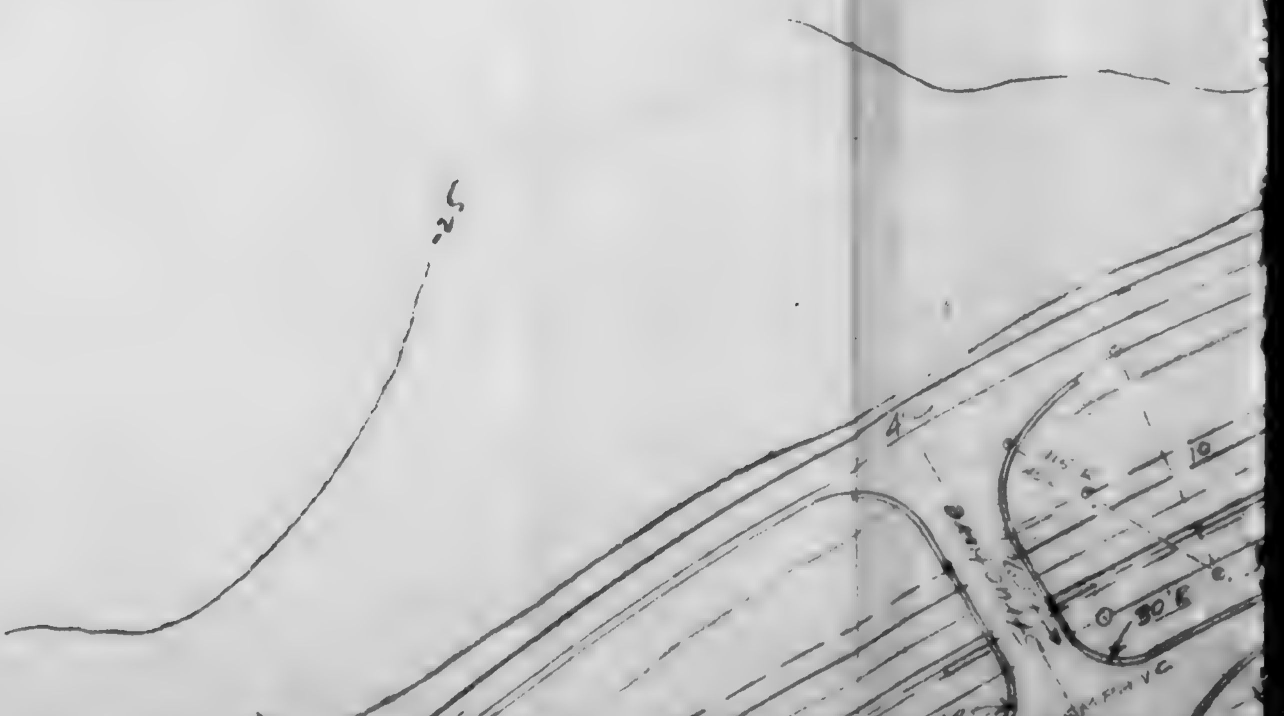
18' Roadway
.25
18'
℄ Proposed Track
15'
℄ Exist Track
Fill
U.P.Co. RR

Section A-A



ones
8.4 Median
Exist Hwy
10' Shldr.
1.5 Clear
23'
18 Roadway
Structure
18
℄ Proposed Track
15'
℄ Exist Track
Common ℄
UPCo RR

B-B



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4'
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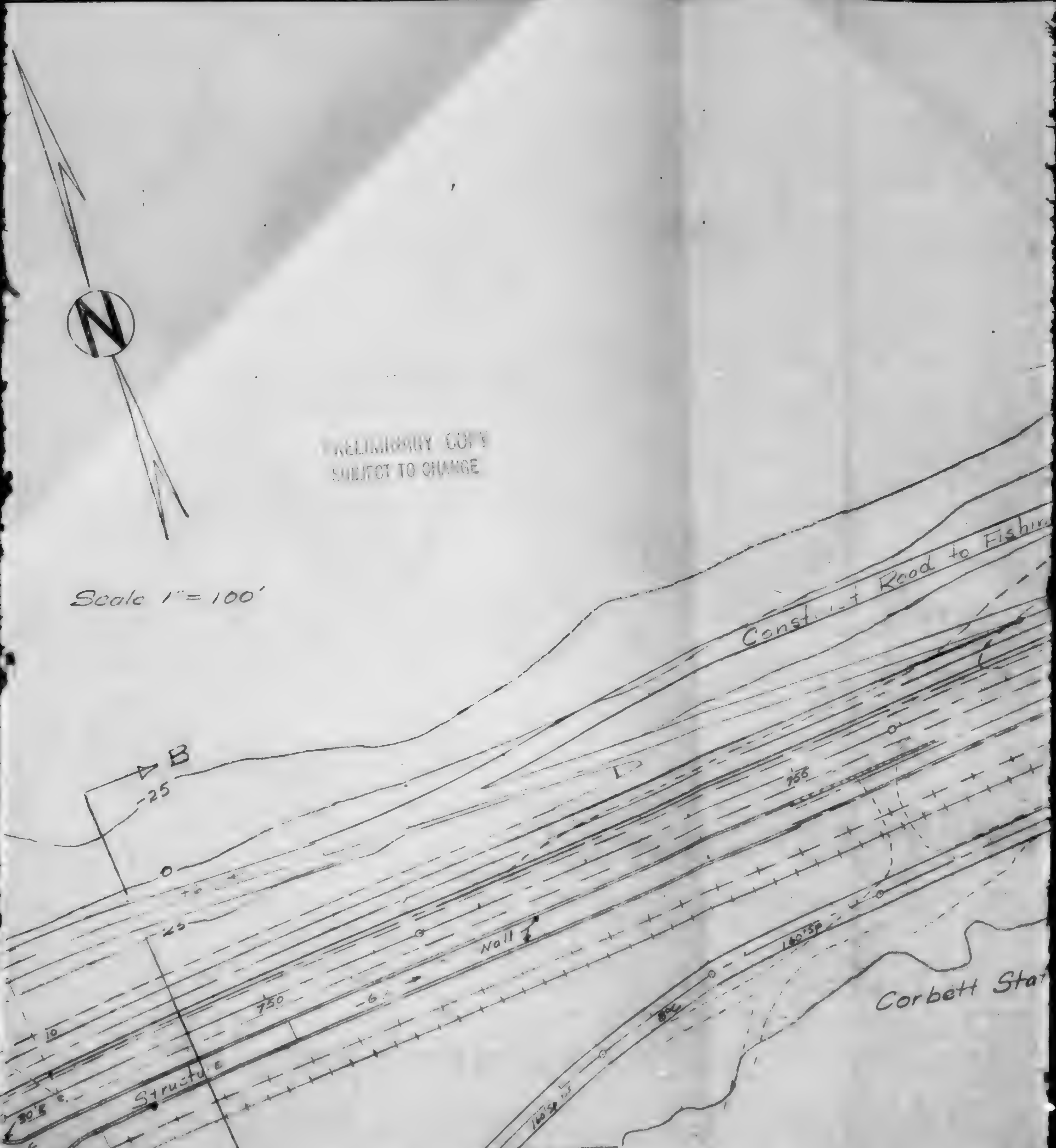
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SUBJECT TO CHANGE
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-6
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Structure
80'S
160'Sp
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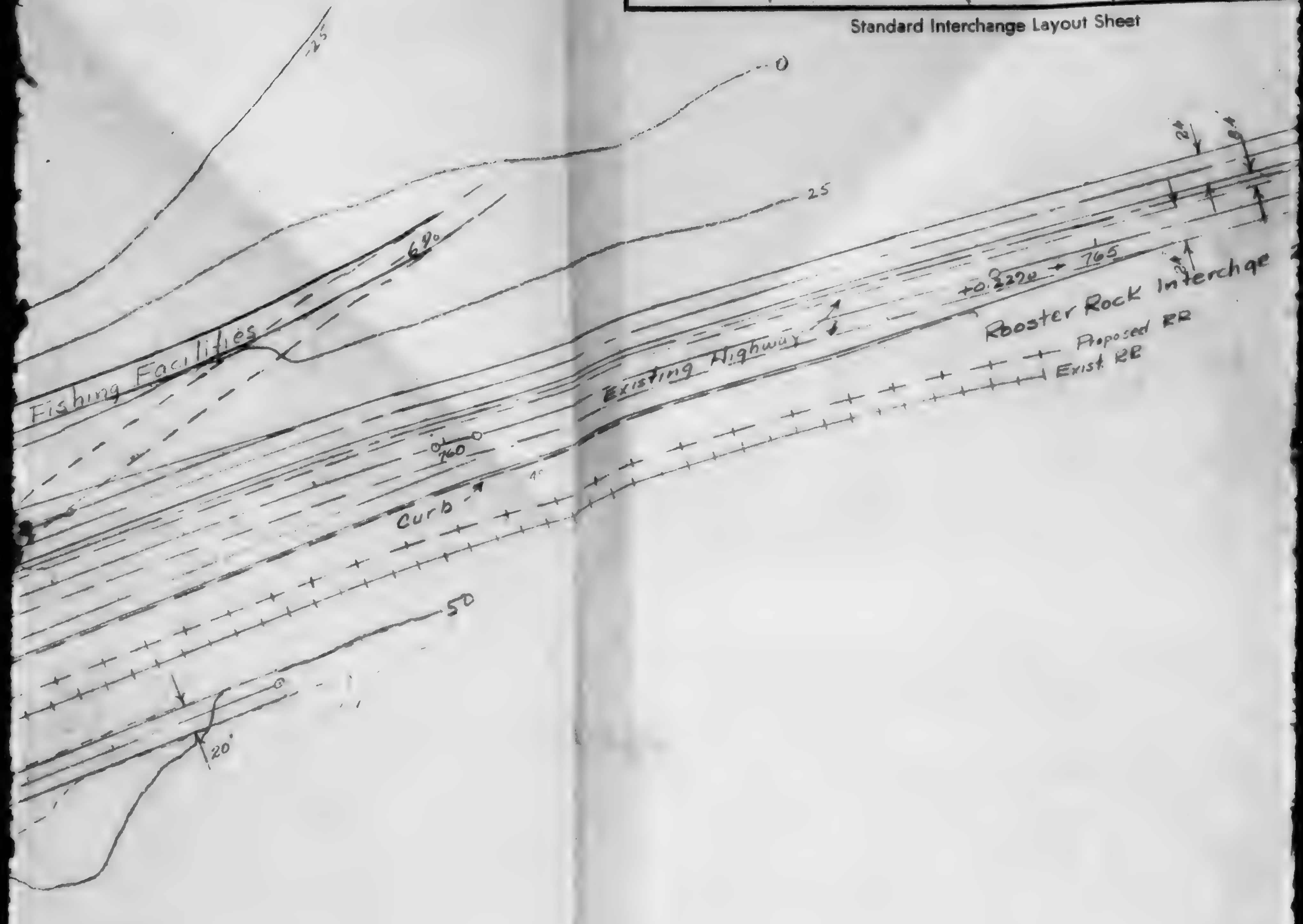
160'Sp
B
Corbett Sta

Columbia River Highway
Sundial Road - Multnoma Falls Sect.
Multnomah County

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOT SHE
8	OREGON			

SHE No

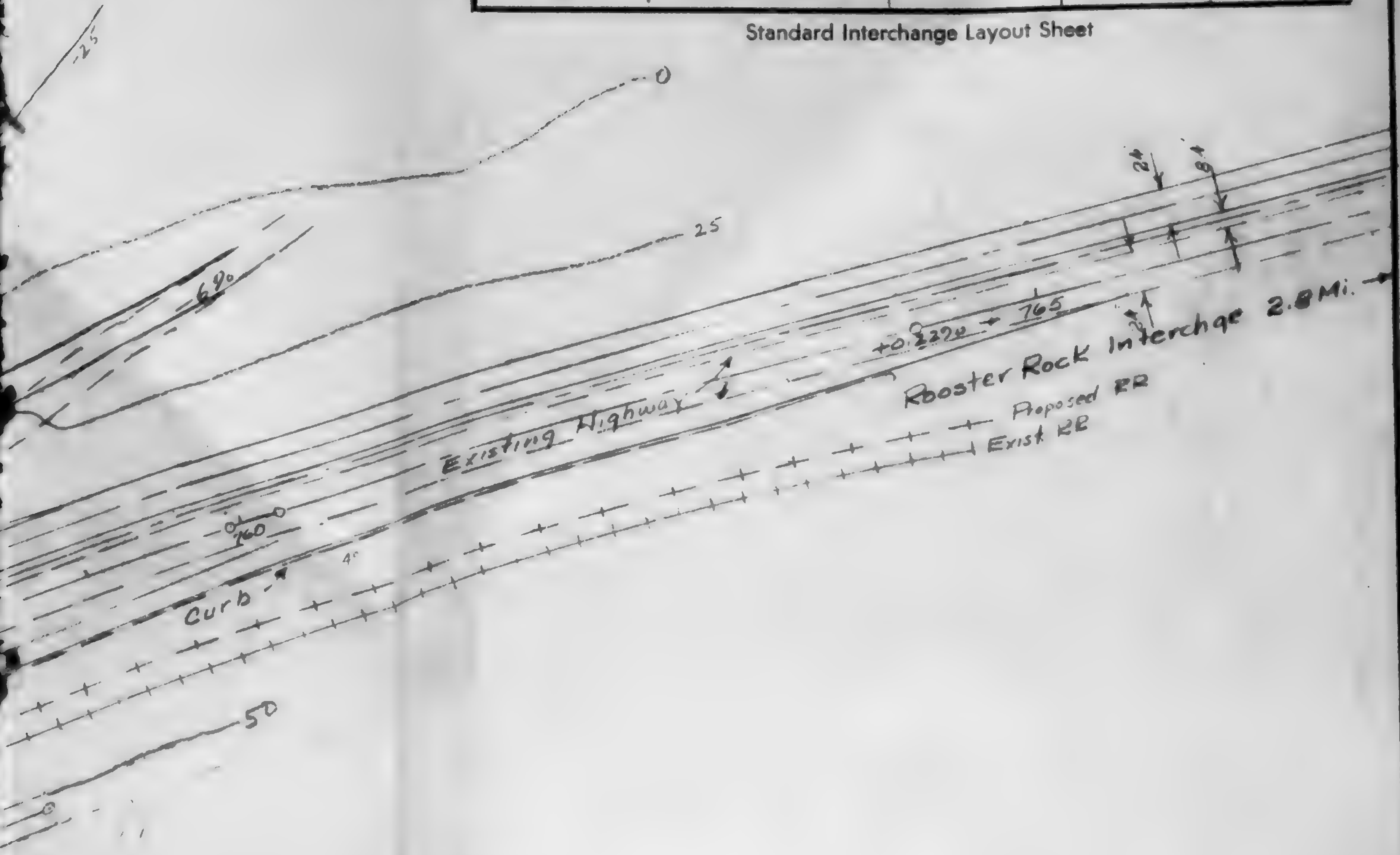
Standard Interchange Layout Sheet


-25
0
25
68°
Fishing Facilities
Existing Highway
+0.2220 + 765
Rooster Rock Interchge
Proposed RR
Exist RR
760
Curb
50
20°
Station

PRELIMINARY COPY
SUBJECT TO CHANGE

Columbia River Highway Sundial Road - Multnoma Falls Sect. Multnomah County				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			

Standard Interchange Layout Sheet


25
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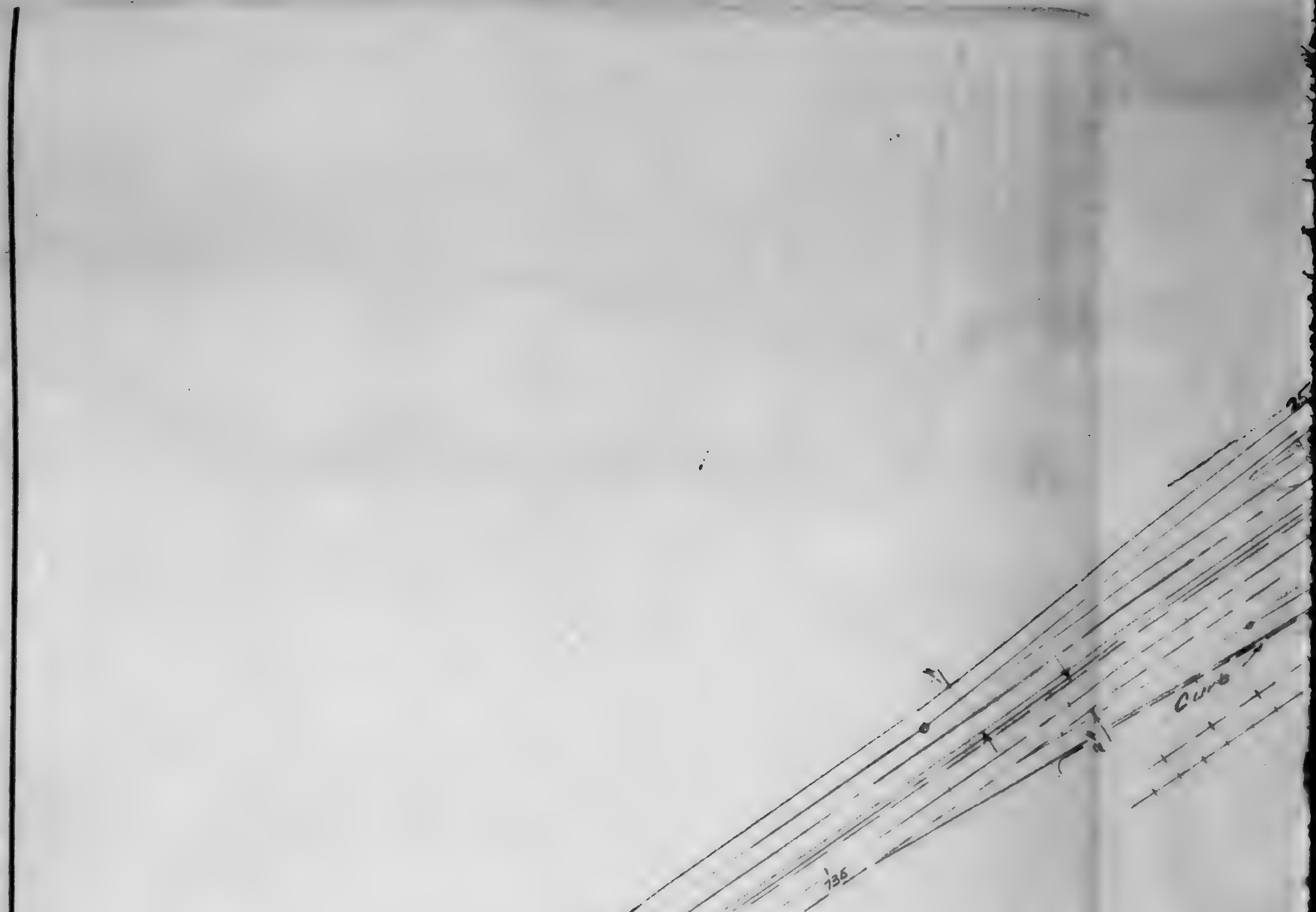
690
24
84
+0.2270 + 765
Rooster Rock Interchge 2.8 Mi.
Existing Highway
Proposed RR
Exist RR
760
Curb
40
50

PRELIMINARY COPY
SUBJECT TO CHANGE


Jordan Interchange 4.5 Miles
730
+0.087%
735
Curb
25

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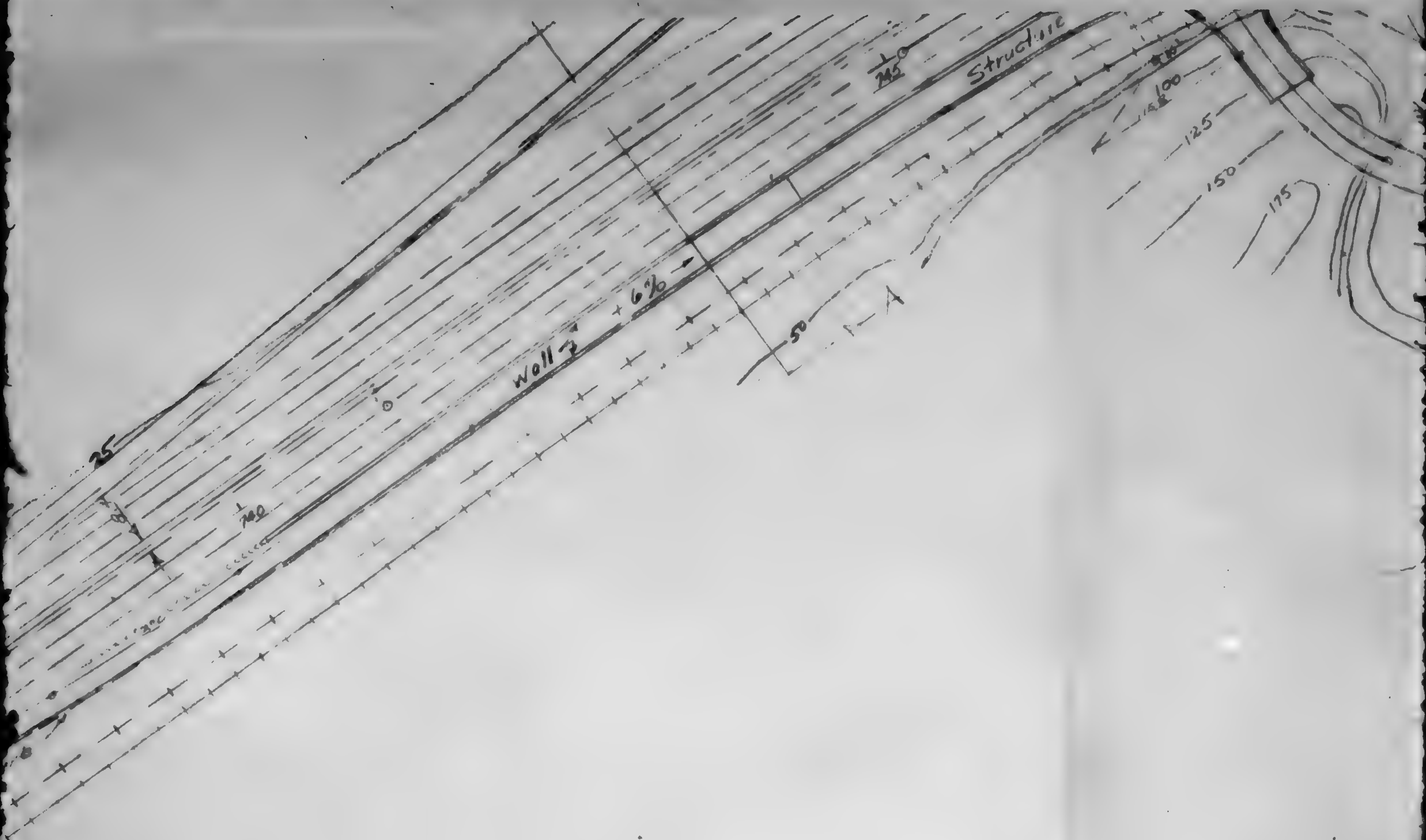
Structure
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100
125
150
175
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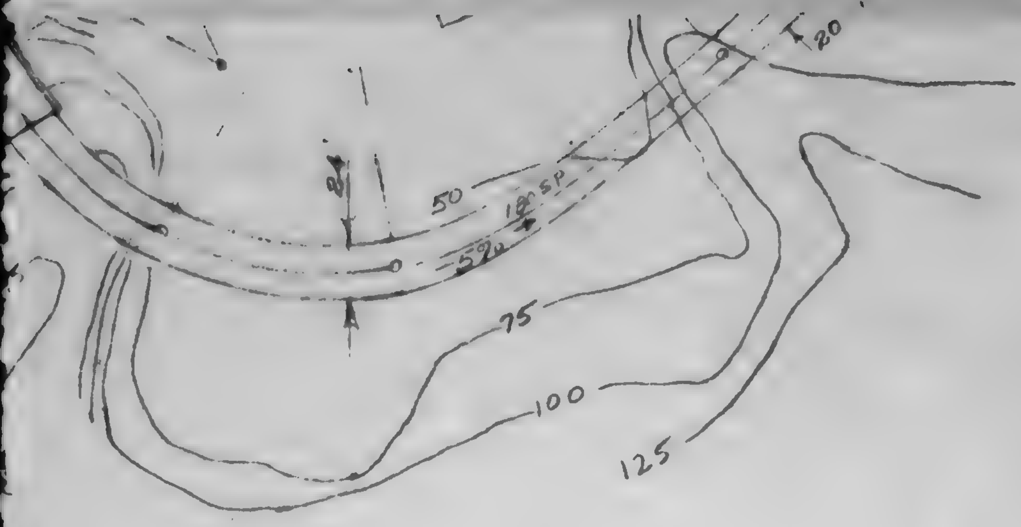
25
1/140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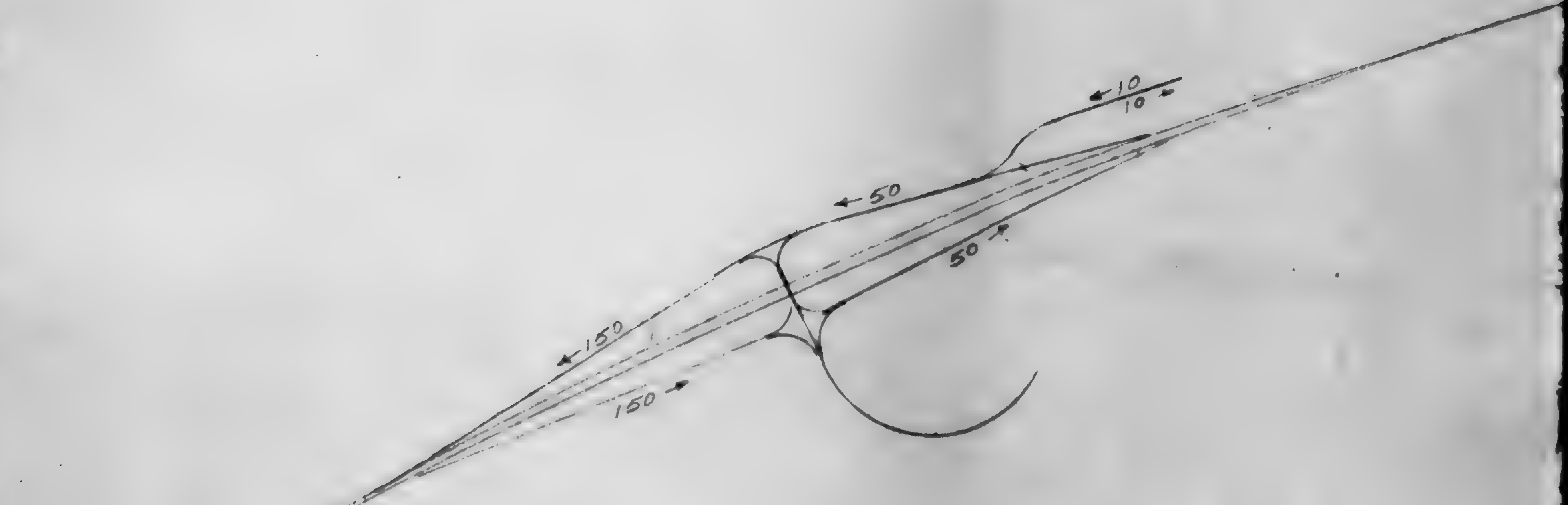
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8625→

1975 ADT (As Shown: 150→)
1975 DHV (23% of ADT)

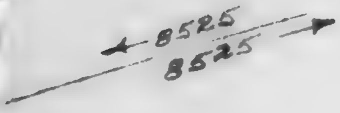
COPY
SUBJECT TO CHANGE

CORBETT JUNCTION INTERC

MILE POS

	Date	Signature	
Submitted			Re
Approved			Di
"	10/18/57		Tr
"	10-21-57	P. M. Stephenson	Br
"	10-4-57		Co
"	10/18/57		De
"	10/25/57	C. L. Polk	U

5V-9



[redacted]

CORBETT JUNCTION INTERCHANGE

MILE POST 20

	Date	Signature	
Submitted			Resident Engineer
Approved			Division Engineer
"	10/18/57		Traffic Engineer
"	10-21-57	P. M. Stephenson	Bridge Engineer
"	10-4-57		Construction Eng'r.
"	10/18/57		Dep. Highway Eng'r.
"	10/25/57	G. H. Polk	U. S. B. P. R.

5V-9

(6)

State Highway Department
State Highway Commission
c/o W. C. Williams, Highway Engineer
Salem, Oregon

Gentlemen:

We, the following undersigned, petition for the following requested conditions at Corbett Station, Corbett, Oregon.

1. The continuance of the present access road connection of Corbett Hill Road and the improved Express Highway #30.
2. The continuance, enlargement, and lighting of the present parking area on the north side of Highway #30.
3. The replacement of pilings and moorage facilities for the commercial fishermen at the present location.
4. That additional public facilities be maintained at the end of the present Corbett Hill Road at the Columbia River, for launching of pleasure boats, as well as for commercial use.

SIGNATURE	ADDRESS	PRECINCT NO.
[illegible]	[illegible]	418½
[illegible]	[illegible]	418½
Jessie K. Emily	" " Box 6-D	418½
Belle V Evans	Route 1 Box 288 Troutdale	418½
Lewis C Benfield	Corbett Ore.	418½
Fran E Griffin	7343 SE 84th Portland	134-A
Marilyn Griffin	7343 SE 84th Ave Portland	134-A
Wilfred B. Baker	Rt #3 Bx 1137 Troutdale	
Gladys M. Baker	R-1 B 1246 Corbett	418½

(6)

State Highway Department
State Highway Commission
c/o W. C. Williams, Highway Engineer
Salem, Oregon

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SIGNATURE	ADDRESS	PRECINCT NO.
[illegible]	Corbett, Oregon	418½
[illegible]	[illegible]	[illegible]
Jessie K. Emily	" " Box 6-D	418½
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Marilyn Griffin	7343 SE 84th Ave Portland	134-A
Alfred B. Baker	Rt #3 Bx 1137 Troutdale	
Gladys M. Baker	R-1 Bx 246 Corbett	418½

I-82-1(11)14 Sundial-Mult. Falls 1958
I-82-2(7) 15 Sec. of Col. R. Hwy.
#5334 (Paving) Folder 2

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1961
FOR FILING

5834

COMMISSION
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 18, 1961

2243

Mr. Marvin O. Sanders
Sanders & Lively
446 North "A" Street
Springfield, Oregon

Re: Heidtke vs. Rogers
Construction Company
Sun Dial-Multnomah Falls Section
Columbia River Highway

Dear Mr. Sanders:

Your letter of November 28th, directed to the Oregon State Police Department relative to an accident involving Lewis M. Heidtke and Charles Albert Tracke has been referred by that department to us for answer.

You are informed that there was a temporary traffic light controlling the exit and entrance of trucks in operation by the contractor at the time of the accident. Our information is that the light was operated by a uniformed officer of the Multnomah County Reserves, Raymond F. Dunn.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:dc
cc: Forrest Cooper
R. L. Porter

RECEIVED
1961
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
FORREST COOPER

STATE OF OREGON
DEPARTMENT OF STATE POLICE
HEADQUARTERS
SALEM

November 29, 1961

Mr. Marvin O. Sanders
Sanders & Lively
446 North "A" Street
Springfield, Oregon

Dear Sir:

Yours of the 28th instant, requesting certain information, is respectfully referred to the Oregon State Highway Department for their consideration and response.

Yours very truly,

H. G. MAISON, Superintendent

By

Lee M. Bown, Deputy Superintendent

LMB:al

cc: Highway Department

REFERRED TO
State Hwy Engr
BY SECRETARY

RECEIVED
NOV 29 1961
OREGON
STATE HIGHWAY COMMISSION

COPY

RECEIVED
NOV 29 1961
OFFICE OF
STATE HIGHWAY ENGINEER

LAW OFFICES
SANDERS & LIVELY
446 NORTH A STREET
SPRINGFIELD, OREGON

MARVIN O. SANDERS
JACK B. LIVELY

DIAL RI 7-3356

November 28, 1961

Oregon State Police
Salem, Oregon

Attention: Traffic Division

Re: Heidtke v. Rogers Const. Co.

Dear Sirs:

I am sending this letter to the State Office for the reason that I do not know to whom it should be directed. It involves an accident which occurred on September 4, 1959, near Bridal Veil Falls, east of Portland.

The accident involved a car driven by Lewis M. Heidtke, and a Euclid driven by one Charles Albert Tracke (Tyacke) who was the driver for the Rogers Construction Company.

My main purpose in sending this inquiry is to determine whether or not there was actually a temporary traffic light controlling the exit and entrance of trucks in and upon the Columbia Highway. If you cannot determine this from your records, could you advise me as to whom I should contact to determine whether there was such a signal light in operation.

I would also be desirous of finding out who was in charge of the operation of this light if it was in place at the hour of approximately 6:40 a.m. on September 4, 1959. This was the time the accident occurred.

Very truly yours,

SANDERS & LIVELY

Edw

M O Sanders

Marvin O. Sanders

MOS nc

RECEIVED
MAY 3 1961
FOR FILING

I-82-1(11) 14
I-82-2(7) 15
5334

May 2, 1961

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

You are hereby notified that a post-final payment will be made to Rogers Const. Co., on contract #5334 for paving the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,672,145.39, including the post-final payment of $13,955.27. Of the total, $16,180.45 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N.Y.,
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.,
11760 NE Glisan St.,
Portland 16
Oregon

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T

NOTED
W. C. WILLIAMS

March 27, 1961

FINAL COST ANALYSIS

Sundial-Multnomah Falls
Contract No. 5334

Contractor: Rogers Construction Co.
Resident Engineer: Clay M. Cornet

Columbia River Highway
Prefix No. 626-1018-201(41)

I-82-1(11)14
I-82-2(7)15
5-5-24

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Removal of Bridge	1	Lump	5,000.00	5,000.00	4,401.63	5,000.00
Drainage Excav., Unclass.	14.36	Cu.Yd.	3.00	3.22	46.25	43.08
Embankment in Place	29,465.40	Cu.Yd.	0.80	0.74	21,768.01	23,572.32
Furnishing & Place Topsoil	88	Cu.Yd.	1.50	1.35	118.79	132.00
Tractor and Dozer	198.50	Hours	15.00	14.57	2,892.41	2,977.50
Blade Grader	333.50	Hours	12.00	11.33	3,780.22	4,002.00
Dump Truck	332.50	Hours	7.00	6.74	2,242.86	2,327.50
Front End Loader	214.50	Hours	15.00	10.21	2,190.19	3,217.50
12" Concrete Pipe	59	Lin.Ft.	3.00	2.57	151.34	177.00
8" Sewer Pipe	72	Lin.Ft.	2.50	1.77	127.15	180.00
1--1/2" Elec.Conduit	881	Lin.Ft.	2.00	1.78	1,565.29	1,762.00
Conc.Inlets, Type D	4	Only	200.00	189.38	757.52	800.00
Conc.Inlets, Type G1	4	Only	200.00	186.95	747.83	800.00
Concrete Curbs	92.89	Cu.Yd.	60.00	52.45	4,872.43	5,573.40
Concrete Manholes	2	Only	400.00	348.88	697.75	800.00
Concrete Surfacing	21.88	Sq.Yd.	4.00	3.38	73.96	87.52
Salvage & Reinstall Guard Rail	20,808	Lin.Ft.	1.00	1.00	20,808.00	20,808.00
Galv.Metal Guard Rail	90,318.5	Lin.Ft.	2.28	2.34	211,107.73	205,926.18
Galv.Metal Median Barrier	57,537.5	Lin.Ft.	3.55	3.63	208,778.50	204,258.13
Extra for Posts on Islands	147	Only	7.50	6.41	942.24	1,102.50
Salvage & S.P. Sight Posts	163	Only	1.00	1.00	163.00	163.00
Salvage & Reinstall Sight Posts	218	Only	3.00	3.00	654.00	654.00
Type 2 Fence	2,360.78	Rod	5.95	5.89	13,901.88	14,046.64

FINAL COST ANALYSIS - Contract No. 5334
Sundial-Multnomah Falls Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Type 3 Fence	183	Rod	9.00	9.00	1,647.00	1,647.00
Coarse Cr.Mat'l in Base	267,779.6	Ton	1.20	1.47	393,519.65	321,335.52
3/4"-0 Mat'l in Base	66,408.1	Ton	1.30	1.47	97,591.05	86,330.53
Sprinkling	2,518.8	M-Gal.	2.00	2.04	5,131.63	5,037.60
Preparation of Base	1	Lump	4,000.00	4,000.00	4,000.00	4,000.00
3/4"-0 Mat'l in Binder Crse.	3,380.07	Ton	2.60	3.08	10,427.67	8,788.18
Furnish & Place Aggregate	12,202.63	Ton	2.75	3.08	37,645.67	33,557.23
RC-3 Asphalt	317.37	Ton	38.00	37.50	11,901.38	12,060.06
120-150 Asphalt	652.71	Ton	37.00	36.50	23,823.91	24,150.27
RS-2 Asphalt	186.20	Ton	39.00	38.29	7,128.70	7,261.80
Asph. Conc. Mixture	118,217.13	Ton	2.98	3.45	407,829.11	352,287.05
85-100 Asph. in Mixture	6,019.15	Ton	28.90	29.60	178,165.38	173,953.44
RS-2 Asphalt in Tack	11.12	Ton	50.00	49.50	550.44	556.00
Asph. Conc. Traffic Markers	692.70	Lin. Ft.	1.00	1.00	692.70	692.70
General Excav.	9,599.90	Cu. Yd.	1.25	0.94	9,005.74	11,999.85
18" Corr. Mtl. Pipe	66	Lin. Ft.	5.10	3.95	260.54	336.60
Type 3 Fence	289.25	Rod	9.00	9.00	2,603.25	2,601.00
D6 2-1/2 Yd. Loader, Fully Oper.	34.42	Hour	15.90	13.72	472.24	547.28
10-yd. Truck, Fully Oper.	57	Hour	15.30	11.58	660.21	872.10
Talus Mat'l on sand slopes	18,107	Cu. Yd.	1.30	1.29	23,411.73	23,539.10
Furnish & Install D.B. 4'x14' gate	1	Set	125.00	107.16	107.16	125.00
Ex. wide steel guard rail posts	16	Each	7.90	7.90	126.40	126.40
Loose Riprap	6,277.2	Ton	1.15	1.05	6,594.79	7,218.78
Install 18" Corr. Mtl. Pipe	16	Lin. Ft.	4.50	3.95	63.15	72.00

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Special Excav. along R.R.	21,285.5	Cu. Yd.	1.25	0.97	20,678.03	26,606.88
Add. 1/2"-0 Base Mat'l	20,464	Ton	1.20	1.47	30,073.19	24,556.80
Add. Haul for Add. Haul	20,464	Ton	0.14	0.10	2,132.85	2,864.96
Coarse Cr. Mat'l in Base	3,093.1	Ton	1.20	1.47	4,545.37	3,711.72
3/4"-0 Mat'l in Base	1,330.5	Ton	1.30	1.47	1,955.25	1,729.65
Furnish & Place Aggregate	64.16	Ton	2.75	3.08	197.61	176.44
Galv. Mtl. Guard Rail	341.50	Lin. Ft.	2.28	2.28	777.82	778.62
RC-3 Asphalt	7.67	Ton	38.00	37.50	287.62	291.46
Asph. Concrete Mixture	979.33	Ton	2.98	3.45	3,378.53	2,918.40
A.C. Traffic Markers	124.5	Lin. Ft.	1.00	1.00	124.50	124.50
Salv. & Reinstall Guard Rail	1,550	Lin. Ft.	0.90	0.83	1,291.68	1,395.00
RS-1 Asphalt	1.43	Ton	50.00	50.00	70.79	71.50
Salv. & S.P. old Guard Rail	842.5	Lin. Ft.	0.38	0.38	320.15	320.15
Install & Remove Signal Light Heads					-637.92	-637.92
Install, Maint. & Remove Signal Lights					-406.53	-406.53
EW1 Flagging					9,464.59	9,464.59
EW2 Install Luminiares					674.56	1,082.67
EW3 Relocate Water Lines					83.52	113.05
EW4 Signing					1,552.33	1,790.98
EW5 Riprap					2,772.89	3,205.74
EW6 Drainage Ditch					463.71	523.42
					1,805,949.02	1,658,190.12
PA#14 Additional aggregates purchased in stockpile						13,876.85
						1,672,066.97

DETAIL OF COSTS - Contract No. 5334

Labor:					
Labor				$ 276,465.47	
Labor Insurance				37,699.84	$ 314,165.31
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental (Owned)				381,404.56	
Equipment Rental (Hired)				34,019.75	
Trucks Hired				15,439.76	
Powder and Explosives				35,782.38	
Royalties				2,000.00	
R.R. Bond				3,766.93	
Bond				12,448.35	
Gas, Oil and Grease				34,464.90	
Transports and Freight				18,837.55	
Small Tools and Miscellaneous Supplies				13,556.32	
Overhead				22,909.50	574,630.00
Subcontractors:					
Central Paving, Items 30 to 39 Inclusive				288,809.01	
McWaters, Items 19 to 26 Inclusive and P.A.				161,887.55	450,696.56
Materials:					
12" Concrete Pipe	59	Lin. Ft.	@ $1.19	70.21	
8" Sewer Pipe	72	Lin. Ft.	@ $1.00	72.00	
1-1/2" Elec. Conduit	881	Lin. Ft.	@ $1.50	1,201.50	
Concrete	120		@ $17.65	2,118.00	
18" Corr. Mtl. Pipe	66	Lin. Ft.	@ $3.03	199.98	
Guard Rail	90,318.50	Lin. Ft.	@ $1.15	103,866.28	
Median Barrier	57,537.50	Lin. Ft.	@ $2.30	132,336.25	
Ends	99	Each	@ $1.73	171.27	
Median Posts	4,603	Each	@ $3.50	16,110.50	
Guard Rail Posts	7,324	Each	@ $3.95	28,929.80	
RC-3 Asphalt	325.04	Ton	@ $27.75	9,019.86	
120-150 Asphalt	652.71	Ton	@ $25.00	16,317.75	
RS-2 Asphalt	186.20	Ton	@ $28.00	5,213.60	
85-100 Asphalt	6,019.15	Ton	@ $25.00	150,478.75	
RS-2 Asphalt	11.12	Ton	@ $28.00	311.36	
RS-1 Asphalt	1.43	Ton	@ $28.00	40.04	466,457.15
				TOTAL COST	$1,805,949.02

Total Cost	$ 1,805,949.02
Gross Revenue	1,672,066.97
Net Loss	$ 133,882.05

Net Loss equals 8% of Gross Revenue

Remarks - Contract No. 5334

This was a "Federal Aid Interstate Highway Project" to be conducted in accordance with Federal regulations applying to that class of project. This called for the construction of a boat ramp, involving approximately 21,700 cubic yards of embankment in place; construct 14.3 miles of stone base and shoulders, involving approximately 315,000 tons of crushed materials; construct 14.5 miles of asphaltic concrete pavement, involving approximately 138,400 tons of asphaltic concrete; type 0-11 modified oil mat wearing surface on stone shoulders; salvage and reinstall 20,000 linear feet of metal fuard rail; construct 100,000 linear feet of galvanized metal guard rail and 55,000 linear feet of galvanized median barrier; and construct 3,160 rods of right of way fence.

The west end of the project was at Station 728+60, which station is located 2,100 feet west of the Union Pacific Railroad Undercrossing at Sundial Road. The east end of the project was at Station 1257+05.60, which station is approximately 0.3 mile east of Multnomah Falls. The overall length of the project was 15.60 miles.

Proposals were opened August 19, 1958 and contract was awarded October 7, 1958. Contractor began work in Coopey quarry with drilling equipment and D9 with dozer. Crushing was slow due to small shots because of railroad in immediate vicinity.

Guard rail and asphaltic concrete were subcontracted at bid prices. Crushing was costly due to low production. Rain and high wind closed crushing and several breakdowns added to their problem.

Equipment used on project: 900 c.f.m. compressor, 2-1/2" air track, D9 with dozer and ripper, 3/4-yard shovel, D8, end dump Euclid trucks, 2 blades, 1-1/2 yard shovel, 2-1/2-yard shovel, 10-yard dump trucks, 977 cat loader, complete crushing plant, complete paving plant, three augers, pile driver, five trains, 12-ton rollers, Dw20 with vibrator roller, water truck and miscellaneous flat beds and pickups.

Good supervision and good equipment could not offset the low bid prices on major items. This contractor was $196,913.00 under second bidder and $313,008.00 under the engineer's estimate. A more realistic bid would have shown a more favorable result.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
JAN 16 1961
FOR FILING
1-42 [illegible]
5334

January 13, 1961

Union Pacific Railroad Company
Department of Operation
2525 No. Larrabee Ave.
Portland 17, Oregon

Attention: Mr. G. H. Baker
Superintendent

Gentlemen:

On October 3, we sent you two copies of a Termination Rider between the Union Pacific Company and the State Highway Commission terminating a permit for a private crossing used for hauling materials from Coopey Quarry, M.P. 27.5, near Bridal Veil, Oregon.

We asked that one fully signed copy be returned to this office for the Commission's files but we have not as yet received our copy.

We would appreciate it if you would let us know what the status is regarding this Termination Rider.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

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NOV 30 1960
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1-42-1(11) 14
1-42-2(1) [illegible]
5334

November 30, 1960

The Fidelity & Casualty Co. of N. Y.
160 Pine Street
San Francisco 11
California

Gentlemen:

State Highway contract #5334 for paving the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County was completed by the contractor, Rogers Const. Co., on July 13, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $49,759.69 will be released to the contractor on or after December 9, 1960. The total contract amount is $1,658,190.12, of which amount $16,180.45 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

cc: Rogers Const. Co.,
11760 NE Glisan Street
Portland, Oregon

RECEIVED
AUG 25 1960
FOR FILING
1-42-1(a) [illegible]
1-42-2[illegible]
334

August 25, 1960

The Fidelity & Casualty Co. of N. Y.
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rogers Const. Co., on contract #5334 for paving the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

This payment, in the amount of $1,727.07, will be released to contractor on or after September 6, 1960. The retained percentage is $49,261.03.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
1001 US National Bank Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

1-82-1(11)14

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report #96

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 13, 1960

Section Sundial - Multnomah Falls

Kind of work Paving

Highway Columbia River County Multnomah

Section prefix 626-1018

Contractor Rogers Const. Co.

Contract number 5334

Date of contract Oct. 7, 1958

Specified work days 135

Date work started Oct. 6, 1958

Work days used 135

Project authorization $1,914,178.50

Exclusive of engineering $1,778,059.14

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $1,690,947.71

Estimated per cent overrun or underrun 5.92 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $136,119.36

Engineering cost to date $106,504.32 78.2 %

Date project was completed July 13, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final estimate was submitted to Division Office on Thursday.

This will be the last weekly report submitted for this project.

NOTED
[illegible]

[illegible]
1960

EYB

[illegible]

NOTED
C. E. PAULSEN

Signed Clay M. Cornett
Clay M. Cornett, Res. Eng'r.
Address P.O Box 625, Troutdale, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					14.95
Miles partially completed					"
Miles completed					"
Total estimated quantities (contract)	21,700	332,200			138,500
Total quantities corrected to date	29,500	375,540			119,196
Estimated quantities moved or placed to date	"	"			"
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	O'cast AM Fair PM		
Thursday	"	"	
Friday	"	"	
Saturday			

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I-82-1 (11)
14 and I-82-2 (7) 14
5334

August 11, 1960

The Fidelity & Casualty Co. of N. Y.
160 Pine Street
San Francisco 11
California

Gentlemen:

It is the intention of the State Highway Commission to release to Rogers Construction Co., a portion of the funds heretofore retained by the Commission on contract #5334, for paving the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County.

This payment, in the amount of $51,268.75, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $49,207.62. The present payment will be released on or after August 22, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: The Fidelity & Casualty Co. of N. Y.
Pallett, Fisher & Carlo, Inc.,
US National Bank Bldg.,
Portland 4, Oregon

RECEIVED
JUL 21 1960
FOR FILING

[illegible]
I 80N-2(7)15
5331

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July 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Oregon Project I-80N-2(7)15
Sundial-Multnomah Falls
Columbia River Highway

Dear Sir:

Reference is made to your letter of July 11 in which you request clarification of reinstalling Type 2 fence on Extra Work Order No. 6 of the subject project.

This fence was installed prior to the time that the contractor anticipated using the Coopey Quarry and was removed at our instructions due to a question as to whether or not we could legally close this access road. It has only been the past few days that we have been authorized by our Legal Department to proceed with the closing of access to the Coopey Quarry. The removal of the fence was not done for the convenience of the contractor.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. R. L. Porter
Mr. Tom Edwards

EAP;db fn

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RECEIVED
JUL 20 1960
FOR FILING

I-80N-1(11)14
I-80N-2(7)15
5334

July 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 13, 1960, on Contract No. 5334, Sundial-Multnomah Falls Section, in Multnomah County, in connection with Federal Aid Project No. I-80N-1(11)14, I-80N-2(7)15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swenson

RECEIVED
JUL 13 1960
FOR FILING
FORM 530-X-12½M—6-58—08208

1-82-1 (11) 14 and
1-82-2 (7) 15
5334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 12, 1960
Salem, Oregon

SUBJECT: File Nos. R-1860 and R-30629
Coopey Quarry-Dalton Pt. Crossing
Columbia River Highway

To: Memo to file

On July 12th Mr. Donald Krause, attorney at Portland, telephoned me that he was representing Mr. Ray Holtgreave and various other property owners in the Bridal Veil and Coopey Falls area. He informed me that these people were objecting to the State cutting an approach road between the railroad and the Columbia River Highway which formerly led from Crown Point Highway and Coopey Quarry to a place known as Dalton Point on the Columbia River.

I informed Mr. Krause we had researched this point and were unable to ascertain any property right in said road. I also informed him of the Commission's plans to construct an "on and off" ramp on the west-bound lane to connect Dalton to the Columbia River Highway. I further informed him of my conversation with Mr. Howard Huget, Assistant Multnomah County Engineer, which is set forth in my letter to Mr. Young dated June 23, 1960.

Mr. Krause said he did not have all the facts as yet, nor did he know whether Holtgreave, or anyone else, had a vested right in the road. He stated he ~~did~~ will call Mr. Huget and discuss the matter with him.

He stated further that he would take no action on this matter until he contacted us again, and that he would probably like to take a view of the property personally.

FRANK C. McKINNEY
Chief, Office Section

FCMcK:dm

cc: E. A. Pease
Forrest Cooper ✓
Walter T. Wright
L. I. Lindas
L. H. Young

NOTED
FORREST COOPER

RECEIVED
JUL 13 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

FOR

I-82-1(11)14
I-82-2(7)15
5334

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When replying, refer to:
08-35.4-DA

408 State Highway Building
Salem, Oregon

July 11, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-2(7)15
Sundial-Multnomah Falls Section
Columbia River Highway
Order for Extra Work No. 6

Dear Sir:

Under subject order, the contractor is to reinstall Type 2 fence. We have reason to believe that the removal of the fence was principally for the contractor's convenience. If such was the case, it would appear proper that he assume the cost of its replacement. Please clarify this point.

Very truly yours,

C. G. Polk
Division Engineer

A

RECEIVED
JUN 30 1960
FOR FILING

I-80-1(11)44
I-82-2(7)15
5334

June 29, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering the construction of a drain ditch and reinstalling fence on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, Contract No. 5334, in connection with Federal Aid Project Nos. I-80N-1(11)44 and I-80N-2(7)15.

The pipe installed at Station 1127+47 under a previous contract will not drain the area between the railroad and highway. It is proposed to construct the ditch to lead the water to the culvert at Station 1122+06. The ponded water softens the railroad grade and must be drained.

The fence was removed during construction for hauling materials. The haul and access road is to be closed so the ditch and fence will not affect traffic.

A sketch showing the area and the ditch is attached. This work has been verbally approved by the B.P.R. Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

A

RECEIVED

FOR FILES
I-82-1(11)34
I-82-2(7)15
5334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
June 23, 1960

SUBJECT: File Nos. R-1860 and R-30629
Coopey-Quarry-Dalton Pt. Crossing
Columbia River Highway

To: Mr. L. H. Young
Asst. Construction Engineer
Office

I have for reply your letter of May 26th with respect to closing what you refer to as the Coopey Quarry Road by a fence and a ditch.

Our Title Section has made a search of the records and has been unable to find any interest in this road belonging to Ray Holtgreave. In fact their search indicates that the use of the railroad crossing by Mr. Holtgreave was by permission only.

I personally checked with Mr. Howard Huget, Assistant Multnomah County Engineer, who informed me that this is not a county road and has never been maintained by the county. He also mentioned that he knows Ray Holtgreave and that Mr. Holtgreave is a personal friend of Multnomah County Commissioner Mike Gleason. He stated further that it was his understanding on this matter that after the Highway Commission agreed to make a road connection to Dalton Point from the west-bound lane of the above section of highway, that the various property owners, including Mr. Holtgreave, were satisfied and would not cause any objection to our ditching and fencing as proposed. In addition, he stated that if we had any trouble whatsoever with Mr. Holtgreave or any other property owners in that area on this matter, he would appreciate us giving him a call as it was the Multnomah County Commissioners and Engineering Office that "went to bat" for these people with the Commission to get the connection at Dalton Point.

Based on the above, therefore, it is my opinion that we should proceed as planned to construct the proposed drainage ditch and fence across the Coopey Quarry Road.

FCMcK:ks

FRANK C. McKINNEY
Chief, Office Section

cc: E. A. Pease
Forrest Cooper
Walter T. Wright
L. I. Lindas

RECEIVED
JUN 23 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Contract No. 5334

6-16-60

Monthly transaction number RECEIVED Project report number 1960 FOR FILING	For -2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	te **Oregon** County **Multnomah** Project number **I-80N-1(11)14**

I 82-1(11)14
I 82 2(7)15
5334

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 31**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project $ **211,059**

Revised Federal funds $ **194,000**

Other revisions **None**

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **June**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Sundial-Sandy River Section, Project No. I-80N-1(11)14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

May 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Sundial-Sandy River Section, Project No. I-80N-1(11)14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RHC:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(11)14

SUNDIAL-SANDY RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, May 13, 1960

Type Code P.E.

Preliminary Engineering	All Required		$	$ 2,000.00

Type Code 6201

Roadway (Sta. 728+60 through Equa. 739+81.11=443+65.31 to Sta. 509+70)
(Contract No. 5334)

Tractor and Dozer	110	hours	$15.00	$ 1,650.00
Blade Grader	110	hours	12.00	1,320.00
Dump Trucks	70	hours	7.00	490.00
Front End Loader	35	hours	15.00	525.00
Concrete Curbs	18	cu. yds.	60.00	1,080.00
Galvanized Metal Guard Rail	11,200	lin. ft.	2.28	25,536.00
Galvanized Metal Median Barrier	3,000	lin. ft.	3.55	10,650.00
Extra for Posts on Islands	178	only	7.50	1,335.00
Salvaging and Reinstalling Sight Posts	60	only	3.00	180.00
Type 2 Fence	700	rods	5.95	4,165.00
Coarse Crushed Material in Base	35,000	tons	1.20	42,000.00
3/4" - 0 Material in Base	8,000	tons	1.30	10,400.00
Sprinkling	770	M-gal.	2.00	1,540.00
Preparation of Base	All	Required (10%)		400.00
3/4" - 0 Material in Binder Course	590	tons	2.60	1,534.00
Furnishing and Placing Aggregates	1,600	tons	2.75	4,400.00
RC-3 Asphalt	66	tons	38.00	2,508.00
120-150 Asphalt	105	tons	37.00	3,885.00
RS-2 Asphalt in Oiling	34	tons	39.00	1,326.00
Asphaltic Concrete Mixture	12,000	tons	2.98	35,760.00
85-100 Asphalt in Mixture	720	tons	28.90	20,808.00
RS-2 Asphalt in Tack Coat	2	tons	50.00	100.00
Asphaltic Concrete Traffic Markers	200	lin. ft.	1.00	200.00
				$171,872.00
Flagging (57½% of Contractor's Cost)	All	Required		200.00
				$172,072.00

Signing (Sta. 728+60 thru Equa. 739+61.11=443+65.31 to Sta. 509+70)
(Contract No. 5519)

Removal of Existing Sign Installations	All	Required (40%)		$ 176.44
Furnish 8" BP 36# Steel Piling	165	lin. ft.	$ 4.95	816.75
Drive Steel Piles	10	only	49.50	495.00
Metal Posts in Place	1,365.5	lbs.	0.396	540.76

Wood Posts in Place	2.915 M-fbm	$319.00	$ 929.89
Type "A" Signs in Place	948.5 sq. ft.	6.92	6,563.62
Type "B" Signs in Place	110 sq. ft.	7.51	826.10
Type "C" and "D" Signs in Place	254.5 sq. ft.	5.48	1,394.66
Type "E", "F" and "G" Signs in Place	121.8 sq. ft.	7.47	909.85
			$ 12,653.05
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 12,753.05

Type Code Y030

Illumination and Delineation (Sta. 728+60 thru Equa. 739+81.11=443+65.31 to Sta. 509+70) (Contract No. 5673)

Illumination (Sundial-Troutdale Interchange)	All Required	$	$ 4,433.00
Guide Posts, Type W-1	71 only	5.46	387.66
Guide Posts, Type Y-2	50 only	6.51	325.50
Guide Posts, Type Y-3	2 only	7.50	15.00
Salvage and Stockpile Guide Posts	All Required (10%)		68.20
			$ 5,229.36
	Subtotal		$190,054.41
	10% Engr. & Cont.		19,004.59
	Total		$209,059.00

Length of Roadway - - - - - - - - 1.417 Miles
Length of 2 Structures- - - - - 0.039 Mile
Total Length- - - - - - - - - - - 1.456 Miles
Cost of Roadway Per Mile- - - - $147,536.34

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	209,059.00	192,200.00	16,859.00
	$211,059.00	$194,000.00	$17,059.00

State Funds for Const.: Chap. 529, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Federal Aid
Project No. I-80N-1(11)14
Old I-82-1(11)14

Oregon State Highway Department

SUNDIAL-SANDY RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, June 9, 1959

Type Code P. E.

Preliminary Engineering	All Required		$	$ 2,000.00

Type Code 6201
Roadway (Sta. 728+60 through Equa. 739+81.11-443+65.31 to Sta. 509+70)
(Contract No. 5334)

Tractor and Dozer	110	hours	$15.00	$ 1,650.00
Blade Grader	110	hours	12.00	1,320.00
Dump Trucks	70	hours	7.00	490.00
Front End Loader	35	hours	15.00	525.00
Concrete Curbs	18	cu. yds.	60.00	1,080.00
Galvanized Metal Guard Rail	11,200	lin. ft.	2.28	25,536.00
Galvanized Metal Median Barrier	3,000	lin. ft.	3.55	10,650.00
Extra for Posts on Islands	178	only	7.50	1,335.00
Salvaging and Reinstalling Sight Posts	60	only	3.00	180.00
Type 2 Fence	700	rods	5.95	4,165.00
Coarse Crushed Material in Base	35,000	tons	1.20	42,000.00
3/4" - 0 Material in Base	8,000	tons	1.30	10,400.00
Sprinkling	770	M-gal.	2.00	1,540.00
Preparation of Base	All	Required (10%)		400.00
3/4" - 0 Material in Binder Course	590	tons	2.60	1,534.00
Furnishing and Placing Aggregates	1,600	tons	2.75	4,400.00
RC-3 Asphalt	66	tons	38.00	2,508.00
120-150 Asphalt	105	tons	37.00	3,885.00
RS-2 Asphalt in Oiling	34	tons	39.00	1,326.00
Asphaltic Concrete Mixture	12,000	tons	2.98	35,760.00
85-100 Asphalt in Mixture	720	tons	28.90	20,808.00
RS-2 Asphalt in Tack Coat	2	tons	50.00	100.00
Asphaltic Concrete Traffic Markers	280	lin. ft.	1.00	280.00
				$171,872.00
Flagging (57½% of Contractor's Cost)	All	Required		200.00
				$172,072.00

Type Code Y002
Signing (Sta. 728+60 through Equa. 739+61.11-443+65.31 to Sta. 509+70)

Removal of Existing Sign Installations	All	Required (40%)		$ 100.00
Furnish 8-inch BP 36# Steel Piling	165	lin. ft.	$7.00	1,155.00
Drive Steel Piles	10	only	85.00	850.00
Metal Posts in Place	1,365.5	lbs.	0.85	1,160.68
Wood Posts in Place	2.915	M-fbm	710.00	2,069.65
Type "A" Signs in Place	948.5	sq. ft.	9.00	8,536.50
Type "B" Signs in Place	110	sq. ft.	9.00	990.00
Type "C" & "D" Signs in Place	254.5	sq. ft.	4.50	1,145.25

Type "E", "F" & "G" Signs in Place	121.8 sq. ft.	$4.75	$ 578.55
			$ 16,585.63
	Subtotal		$188,657.63
	10% Engr. & Cont.		18,865.76
	Total		$207,523.39

Length of Roadway - - - - - - - - - 1.417 Miles
Length of 2 Structures- - - - - - 0.039 Mile
Total Length- - - - - - - - - - - - 1.456 Miles
Cost of Roadway Per Mile- - - - - $146,452.63

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	207,523.39	191,200.00	16,323.39
	$209,523.39	$193,000.00	$ 16,523.39

Summary of Work Retained in Program Status

Work: Illumination (Troutdale Interchange)

Federal Funds: $53,000.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(11)14

SUNDIAL-SANDY RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, March 23, 1960

Type Code P. E.

Preliminary Engineering	All Required	$	$ 2,000.00

Type Code 6201
Roadway (Sta. 728+60 through Equa. 739+81.11 = 443+65.31 to Sta. 509+70)
(Contract No. 5334)

Tractor and Dozer	110	hours	$15.00	$ 1,650.00
Blade Grader	110	hours	12.00	1,320.00
Dump Trucks	70	hours	7.00	490.00
Front End Loader	35	hours	15.00	525.00
Concrete Curbs	18	cu. yds.	60.00	1,080.00
Galvanized Metal Guard Rail	11,200	lin. ft.	2.28	25,536.00
Galvanised Metal Median Barrier	3,000	lin. ft.	3.55	10,650.00
Extra for Posts on Islands	178	only	7.50	1,335.00
Salvaging and Reinstalling Sight Posts	60	only	3.00	180.00
Type 2 Fence	700	rods	5.95	4,165.00
Coarse Crushed Material in Base	35,000	tons	1.20	42,000.00
3/4" - 0 Material in Base	8,000	tons	1.30	10,400.00
Sprinkling	770	M-gal.	2.00	1,540.00
Preparation of Base	All	Required (10%)		400.00
3/4" - 0 Material in Binder Course	590	tons	2.60	1,534.00
Furnishing and Placing Aggregates	1,600	tons	2.75	4,400.00
RC-3 Asphalt	66	tons	38.00	2,508.00
120-150 Asphalt	105	tons	37.00	3,885.00
RS-2 Asphalt in Oiling	34	tons	39.00	1,326.00
Asphaltic Concrete Mixture	12,000	tons	2.98	35,760.00
85-100 Asphalt in Mixture	720	tons	28.90	20,808.00
RS-2 Asphalt in Tack Coat	2	tons	50.00	100.00
Asphaltic Concrete Traffic Markers	280	lin. ft.	1.00	280.00
				$171,872.00
Flagging (57½% of Contractor's Cost)	All	Required		200.00
				$172,072.00

Signing (Sta. 728+60 thru Equa. 739+61.11 = 443+65.31 to Sta. 509+70)
(Contract No. 5519)

Removal of Existing Sign Installation	All	Required (40%)		$ 176.44
Furnish 8-inch BP 36# Steel Piling	165	lin. ft.	$4.95	816.75
Drive Steel Piles	10	only	49.50	495.00
Metal Posts in Place	1,365.5	lbs.	0.396	540.74
Wood Posts in Place	2.915	M-fbm	319.00	929.89
Type "A" Signs in Place	948.5	sq. ft.	6.92	6,563.62
Type "B" Signs in Place	110	sq. ft.	7.51	826.10
Type "C" and "D" Signs in Place	254.5	sq. ft.	5.48	1,394.66
Type "E", "F" and "G" Signs in Place	121.8	sq. ft.	7.47	909.85
				$ 12,653.05
Flagging (57½% of Contractor's Cost)	All	Required		100.00
				$ 12,753.05

Type Code Y030

Illumination and Delineation (Sta. 728+60 thru Equa. 739+81.11 = 443+65.31 to Sta. 509+70)

Illumination (Sundial-Troutdale Interchange)	All	Required	$	$ 4,000.00
Guide Posts, Type W-1	71	only	6.00	426.00
Guide Posts, Type Y-2	50	only	7.00	350.00
Guide Posts, Type Y-3	2	only	8.00	16.00
Salvage and Stockpile Guide Posts	All	Required (10%)		50.00
				$ 4,842.00
	Subtotal			$189,667.05
	10% Engr. & Cont.			18,966.95
	Total			$208,634.00

Length of Roadway - - - - - - - - - 1.417 Miles
Length of 2 Structures- - - - - - - 0.039 Mile
Total Length- - - - - - - - - - - - 1.456 Miles
Cost of Roadway Per Mile- - - - - - $147,236.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	208,634.00	191,900.00	16,734.00
*	$210,634.00	$193,700.00	$16,934.00

*

Project Agreement	$191,279.20	$176,000.00
P.S. & E.	19,354.80	17,700.00
	$210,634.00	$193,700.00

Contract 5334

A

Monthly Transaction No. RECEIVED 11-5-34	Form [illegible]-2 (9-1[illegible]7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	[illegible]te Oregon
Project Report No. FOR FILING	FEDERAL-AID PROJECT AGREEMENT	County Multnomah
		Project No. I-80N-1(11)14

5334

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Union Pacific R. R. (Sundial) U'xing to Sandy River Bridge, on U. S. 30.

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering	6-20-58	---
Rights-of-Way		
Construction	8-4-58	1.4
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 191,279.00	Federal funds $ 176,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ____________________
State Highway Engineer
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C G Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 31, 1958

USComm-DC 40257

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Sundial-Sandy River Section, Project No. I-80N-1(11)14.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:bb

October 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sundial-Sandy River Section, Project No. I-80N-1(11)14.

Very truly yours,

W. C. Williams
State Highway Engineer

RAC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-80N-1(11)14
Old I-82-1(11) 14

SUNDIAL-SANDY RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 13, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6200
Roadway (Sta. 728+60 through Equa. 739+11.11 = 443+65.31 to Sta. 509+70) (Contract No. 5334)

Tractor and Dozer	110 hours	$ 15.00	$ 1,650.00
Blade Grader	110 hours	12.00	1,320.00
Dump Trucks	70 hours	7.00	490.00
Front End Loader	35 hours	15.00	525.00
Concrete Curbs	18 cu. yds.	60.00	1,080.00
Galvanized Metal Guard Rail	11,200 lin. ft.	2.28	25,536.00
Galvanized Metal Median Barrier	3,000 lin. ft.	3.55	10,650.00
Extra for Posts on Islands	178 only	7.50	1,335.00
Salvaging and Reinstalling Sight Posts	60 only	3.00	180.00
Type 2 Fence	700 rods	5.95	4,165.00
Course Crushed Material in Base	35,000 tons	1.20	42,000.00
3/4" - 0 Material in Base	8,000 tons	1.30	10,400.00
Sprinkling	770 M-gal.	2.00	1,540.00
Preparation of Base	All Required (10%)		400.00
3/4" - 0 Material in Binder Course	590 tons	2.60	1,534.00
Furnishing and Placing Aggregates	1,600 tons	2.75	4,400.00
RC-3 Asphalt	66 tons	38.00	2,508.00
120-150 Asphalt	105 tons	37.00	3,885.00
RS-2 Asphalt in Oiling	34 tons	39.00	1,326.00
Asphaltic Concrete Mixture	12,000 tons	2.98	35,760.00
85-100 Asphalt in Mixture	720 tons	28.90	20,808.00
RS-2 Asphalt in Tack Coat	2 tons	50.00	100.00
Asphaltic Concrete Traffic Markers	280 lin. ft.	1.00	280.00
			$171,872.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$172,072.00
	10% Engr. & Cont.		17,207.20
	Total		$189,279.20

Length of Roadway	1.417 Miles
Length of 2 Structures	0.039 Mile
Total Length	1.456 Miles
Cost of Roadway Per Mile	$133,577.41

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 2,000.00
Roadway	189,279.20	174,200.00	15,079.20
	$191,279.20	$176,000.00	$15,279.20

State Funds for Const.: Chapter 175, Laws 1917
Chapter 31, Laws 1920
Chapter 529, Laws 1939

State Funds for Maint.: Chapter 529, Laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-82-1(11)14

SUNDIAL-SANDY RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 14, 1958

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 2,000.00

Type Code 6201
Roadway (Sta. 455+00 to Sta. 509+70)

Tractor and Dozer	110	hours	17.50	1,925.00
Blade Grader	110	hours	12.50	1,375.00
Dump Trucks	70	hours	7.00	490.00
Front End Loader	35	hours	8.50	297.50
Concrete Curbs	18	cu. yds.	50.00	900.00
Galvanized Metal Guard Rail	11,200	lin. ft.	3.00	33,600.00
Galvanized Metal Median Barrier	850	lin. ft.	4.75	4,037.50
Salvaging and Reinstalling Sight Posts	60	only	5.00	300.00
Type 3 Fence	720	rods	17.50	12,600.00
Coarse Crushed Material in Base	35,000	tons	1.35	47,250.00
3/4" - 0 Material in Base	8,000	tons	1.45	11,600.00
Sprinkling	770	M-gal.	2.50	1,925.00
Preparation of Base (10%)	All	Required		375.00
3/4" - 0 Material in Binder Course	590	tons	2.75	1,622.50
Furnishing and Placing Aggregates	1,600	tons	2.75	4,400.00
RC-3 Asphalt	66	tons	42.00	2,772.00
120-150 Asphalt	105	tons	40.00	4,200.00
RS-2 Asphalt in Oiling	34	tons	42.00	1,428.00
Asphaltic Concrete Mixture	12,000	tons	3.40	40,800.00
85-100 Asphalt in Mixture	720	tons	34.00	24,480.00
RS-2 Asphalt in Tack	2	tons	42.00	84.00
Asphaltic Concrete Traffic Markers	280	lin. ft.	1.00	280.00
				$196,741.50
Flagging (57½% of Contractor's cost)	All	Required		200.00
	Subtotal			$196,941.50
	10% Engr. & Cont.			19,694.15
		Total		$216,635.65

Length of Roadway - - - - - - - - - - 1.010 Miles
Length of 2 Structures- - - - - - - - 0.018 Mile
Total Length- - - - - - - - - - - - - 1.028 Miles
Cost of Roadway Per Mile- - - - - - - $214,490.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	216,635.65	200,000.00	16,635.65
	$218,635.65	$201,800.00	$16,835.65

Oregon State Highway Department

Federal Aid
Project No. I-82-1(11)14

SUNDIAL-SANDY RIVER SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 31, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (Sta. 728+60 thru Equa. 739+02.11 = 443+65.31 to Sta. 509+70)

Tractor and Dozer	110 Hours	$ 17.50	$ 1,925.00
Blade Grader	110 Hours	12.50	1,375.00
Dump Truck	70 Hours	7.00	490.00
Front End Loader	35 Hours	8.50	297.50
Concrete Curbs	18 cu. yds.	50.00	900.00
Galvanized Metal Guard Rail	11,200 lin. ft.	3.00	33,600.00
Galvanized Metal Median Barrier	3,000 lin. ft.	4.75	14,250.00
Salvaging and Reinstalling Sight Posts	60 only	5.00	300.00
Type 3 Fence	720 Rods	17.50	12,600.00
Coarse Crushed Material in Base	35,000 tons	1.35	47,250.00
3/4" - 0 Material in Base	8,000 tons	1.45	11,600.00
Sprinkling	770 M-gals.	2.50	1,925.00
Preparation of Base	All Required (10%)		375.00
3/4" - 0 Material in Binder Course	590 tons	2.75	1,622.50
Furnishing and Placing Aggregates	1,600 tons	2.75	4,400.00
RC-3 Asphalt	66 tons	42.00	2,772.00
120-150 Asphalt	105 tons	40.00	4,200.00
RS-2 Asphalt in Oiling	34 tons	42.00	1,428.00
Asphaltic Concrete Mixture	12,000 tons	3.40	40,800.00
85-100 Asphalt in Mixture	720 tons	34.00	24,480.00
RS-2 Asphalt in Tack Coat	2 tons	42.00	84.00
Asphaltic Concrete Traffic Markers	280 lin. ft.	1.00	280.00
			$206,954.00
Flagging (57½% of Contractor's Cost)	All Required		200.00
	Subtotal		$207,154.00
	10% Engr. & Cont.		20,715.40
	Total		$227,869.40

Length of Roadway	1.417 Miles
Length of 2 Structures.	0.039 Mile
Total Length.	1.456 Miles
Cost of Roadway Per Mile.	$160,811.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	227,869.40	210,200.00	17,669.40
	$229,869.40	$212,000.00	$17,869.40

Oregon State Highway Department

Federal Aid
Project No. I-82-1(11)14

SUNDIAL-SANDY RIVER SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 18, 1958

Type Code P.E.

Preliminary Engineering	All Required	$2,000.00

Type Code 6201
Roadway (Sta. 728+60 thru Eq. 739+81.11=443+65.31 to Sta. 509+70)

Tractor and Dozer	110	hours	$ 17.50	$1,925.00
Blade Grader	110	hours	12.50	1,375.00
Dump Trucks	70	hours	7.00	490.00
Front End Loader	35	hours	8.50	297.50
Concrete Curbs	18	cu.yds.	50.00	900.00
Galvanized Metal Guard Rail	11,200	lin.ft.	3.00	33,600.00
Galvanized Metal Median Barrier	3,000	lin.ft.	4.75	14,250.00
Extra for Posts on Islands	178	only	3.00	534.00
Salvaging and Reinstalling Sight Posts	60	only	5.00	300.00
Type 2 Fence	700	rods	6.00	4,200.00
Coarse Crushed Material in Base	35,000	tons	1.35	47,250.00
3/4" - 0 Material in Base	8,000	tons	1.45	11,600.00
Sprinkling	770	M-Gal.	2.50	1,925.00
Preparation of Base	All	Required (10%)		375.00
3/4" - 0 Material in Binder Course	590	tons	2.75	1,622.50
Furnishing and Placing Aggregates	1,600	tons	2.75	4,400.00
RC-3 Asphalt	66	tons	42.00	2,772.00
120-150 Asphalt	105	tons	40.00	4,200.00
RS-2 Asphalt in Oiling	34	tons	42.00	1,428.00
Asphaltic Concrete Mixture	12,000	tons	3.40	40,800.00
85-100 Asphalt in Mixture	720	tons	34.00	24,480.00
RS-2 Asphalt in Tack Coat	2	tons	42.00	84.00
Asphaltic Concrete Traffic Markers	280	lin.ft.	1.00	280.00
				$199,088.00
Flagging (57½% of Contractors Cost)	All	Required		200.00
	Subtotal			$199,288.00
	10% Engr. & Cont.			19,928.80
	Total			$219,216.80

Oregon State Highway Department

Federal Aid
Project No. I-82-1(11)14

Length of Roadway	1.417 Miles
Length of 2 Structures	0.039 Mile
Total Length	1.456 Miles
Cost of Roadway Per Mile	$154,704.86

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,800.00	$ 200.00
Roadway	219,216.80	202,200.00	17,016.80
	$ 221,216.80	$204,000.00	$17,216.80

Contract No 5334

6-16-60 A

Monthly transaction number

RECEIVED
6-28
1960

Project report number

FOR FILING

17.4

82 5

5334

Fo 3-2A
(5- -57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

ate **Oregon**

County **Multnomah**

Project number **I-80N-2(7)15**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 31**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,778,312**
Revised Federal funds	$ **1,635,000**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **16** day of **June**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX C. G. Polk
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

June 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Sandy River-Multnomah Falls Section, Project No. I-80N-2(7)15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

May 13, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Sandy River-Multnomah Falls Section, Project No. I-80N-2(7)15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

HHC:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(7)15

SANDY RIVER-MULTNOMAH FALLS SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, May 13, 1960

Type Code P.E.

Preliminary Engineering	All	Required		$ 20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 800+00) (Sta. 907+00 to Sta. 1257+05.60 = Sta. 1257+43.86) (Contract No. 5334)

Removal of Bridge	All	Required		$ 5,000.00
Drainage Excavation, Unclassified	130	cu. yds.	$3.00	390.00
Embankment in Place	21,700	cu. yds.	0.80	17,360.00
Furnishing and Placing Topsoil	13,000	cu. yds.	1.50	19,500.00
Tractor and Dozer	220	hours	15.00	3,300.00
Blade Grader	220	hours	12.00	2,640.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	15.00	1,125.00
12-inch Concrete Pipe	340	lin. ft.	3.00	1,020.00
6-inch Sewer Pipe	270	lin. ft.	2.00	540.00
8-inch Sewer Pipe	400	lin. ft.	2.50	1,000.00
1½-inch Electrical Conduit	720	lin. ft.	2.00	1,440.00
Concrete Inlet, Type "D"	7	only	200.00	1,400.00
Concrete Inlet, Type "G-1"	2	only	200.00	400.00
Concrete Inlet, Type "CG-1"	4	only	200.00	800.00
Concrete Curbs	132	cu. yds.	60.00	7,920.00
Concrete Manholes	2	only	400.00	800.00
Concrete Surfacing	360	sq. yds.	4.00	1,440.00
Salvaging and Reinstalling Guard Rail	20,000	lin. ft.	1.00	20,000.00
Galvanized Metal Guard Rail	88,800	lin. ft.	2.28	202,464.00
Galvanized Metal Median Barrier	52,000	lin. ft.	3.55	184,600.00
Salvaging and Stockpiling Sight Posts	190	only	1.00	190.00
Salvaging and Reinstalling Sight Posts	150	only	3.00	450.00
Type 2 Fence	1,840	rods	5.95	10,948.00
Type 3 Fence	200	rods	9.00	1,800.00
Coarse Crushed Material in Base	213,000	tons	1.20	255,600.00
3/4" - 0 Material in Base	59,000	tons	1.30	76,700.00
Sprinkling	5,090	M-gals.	2.00	10,180.00
Preparation of Base	All	Required (90%)		3,600.00
3/4" - 0 Material in Binder Course	5,410	tons	2.60	14,066.00
Furnishing and Placing Aggregates	9,600	tons	2.75	26,400.00
RC-3 Asphalt	604	tons	38.00	22,952.00
120-150 Asphalt	635	tons	37.00	23,495.00

RS-2 Asphalt in Oiling	186 tons	$39.00	$ 7,254.00
Asphaltic Concrete Mixture	126,400 tons	2.98	376,672.00
85-100 Asphalt in Mixture	7,580 tons	28.90	219,062.00
RS-2 Asphalt in Tack	26 tons	50.00	1,300.00
Asphaltic Concrete Traffic Markers	620 lin. ft.	1.00	620.00
			$1,525,478.00
Flagging (57½% of Contractor's Cost)	All Required		1,800.00
			$1,527,278.00

Type Code Y002
Signing (Sta. 517+40 to Sta. 912+00)(Contract No. 5519)

Removal of Existing Sign Installations	All Required (60%)		$ 264.66
Furnish 8" BP 36# Steel Piling	535 lin. ft.	$4.95	2,648.25
Drive Steel Piles	33 only	49.50	1,633.50
Metal Posts in Place	2,939 lbs.	0.396	1,163.84
Wood Posts in Place	2.585 M-fbm	319.00	824.61
Type "A" Signs in Place	1,510.5 sq. ft.	6.92	10,452.66
Type "C" and "D" Signs in Place	354 sq. ft.	5.48	1,939.92
Type "E", "F" and "G" Signs in Place	91.2 sq. ft.	7.47	681.26
Type "H" Signs in Place	15.2 sq. ft.	6.03	91.66
			$ 19,700.36
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 19,800.36

Type Code Y002
Signing (Sta. 912+00 to Sta. 1257+05.60)(Contract No. 5549)

Removal of existing Sign Installation	All Required		$ 1,000.00
Furnish 8" BP 36# Steel Piling	371 lin. ft.	$6.84	2,537.64
Drive Steel Piles	22 only	50.00	1,100.00
Metal Sign Posts	All Required		1,132.65
Wood Sign Posts	All Required		1,030.00
Type "A" Signs in Place	820 sq. ft.	7.80	6,396.00
Type "B" Signs in Place	235.5 sq. ft.	7.80	1,836.90
Type "C" and "D" Signs in Place	314 sq. ft.	5.09	1,598.26
Type "E", "F" and "G" Signs in Place	38 sq. ft.	4.98	189.24
Type "L" Signs in Place	6 sq. ft.	4.98	29.88
			$ 16,850.57
Work by UPRR Co. (OWRR & N Co.)	All Required		17,000.00

Type Code Y030
Illumination and Delineation (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60)(Contract No. 5673)

Illumination (Multnomah Falls Interchange)	All Required		$ 10,696.00
Guide Posts, Type W-1	814 only	$5.46	4,444.44
Guide Posts, Type Y-2	262 only	6.51	1,705.62

Guide Posts, Type X-3	11 only	$7.50	$ 82.50
Salvage and Stockpile Guide Posts	All Required (90%)		613.80
			$ 17,542.36
	Subtotal		$1,598,471.29
	10% Engr. & Cont.		159,840.71
	Total		$1,758,312.00

Length of Roadway - - - - - - 13.490 Miles
Length of 4 Structures- - - - 0.009 Mile
Total Length- - - - - - - - - 13.499 Miles
Cost of Roadway Per Mile- - - $130,341.88

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,758,312.00	1,617,000.00	141,312.00
	$1,778,312.00	$1,635,000.00	$143,312.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

SANDY RIVER-MULTNOMAH FALLS SECTION

PROJECT NO. I-80N-2(7)15

Estimated costs of work to be done by the Union Pacific Railroad Co. (O.WRR & N Co.)

Labor		$ 8,590.00
Material		9,990.00
Salvage Credit		1,540.00 Cr.
		$17,040.00
	USE	$17,000.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(7)15
Old I-82-2 (7)15

SANDY RIVER-MULTNOMAH FALLS SECTION OF

THE COLUMBIA RIV R HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, June 9, 1959

Type Code P.E.

Preliminary Engineering	All	Required		$ 20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60 = Sta. 1257+48.86) (Contract No. 5334)

Removal of Bridge	All	Required	$	$ 5,000.00
Drainage Excavation, Unclassified	130	cu.yds.	3.00	390.00
Embankment in Place	21,700	cu.yds.	.80	17,360.00
Furnishing and Placing Topsoil	13,000	cu.yds.	1.50	19,500.00
Tractor and Dozer	220	hours	15.00	3,300.00
Blade Grader	220	hours	12.00	2,640.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	15.00	1,125.00
12-inch Concrete Pipe	340	lin.ft.	3.00	1,020.00
6-inch Sewer Pipe	270	lin.ft.	2.00	540.00
8-inch Sewer Pipe	400	lin.ft.	2.50	1,000.00
1½-inch Electrical Conduit	720	lin.ft.	2.00	1,440.00
Concrete Inlet, Type "D"	7	only	200.00	1,400.00
Concrete Inlet, Type "G-1"	2	only	200.00	400.00
Concrete Inlet, Type "CG-1"	4	only	200.00	800.00
Concrete Curbs	132	cu.yds.	60.00	7,920.00
Concrete Manholes	2	only	400.00	800.00
Concrete Surfacing	360	sq.yds.	4.00	1,440.00
Salvaging and Reinstalling Guard Rail	20,000	lin.ft.	1.00	20,000.00
Galvanized Metal Guard Rail	88,800	lin.ft.	2.28	202,464.00
Galvanized Metal Median Barrier	52,000	lin.ft.	3.55	184,600.00
Salvaging and Stockpiling Sight Posts	190	only	1.00	190.00
Salvaging and Reinstalling Sight Post	150	only	3.00	450.00
Type 2 Fence	1,840	rods	5.95	10,948.00
Type 3 Fence	200	rods	9.00	1,800.00
Coarse Crushed Material in Base	213,000	tons	1.20	255,600.00
3/4" - 0 Material in Base	59,000	tons	1.30	76,700.00
Sprinkling	5,090	M-gals.	2.00	10,180.00
Preparation of Base	All	Required (90%)		3,600.00
3/4" - 0 Material in Binder Course	5,410	tons	2.60	14,066.00
Furnishing and Placing Aggregates	9,600	tons	2.75	26,400.00
RC-3 Asphalt	604	tons	38.00	22,952.00
120-150 Asphalt	635	tons	37.00	23,495.00
RS-2 Asphalt in Oiling	186	tons	39.00	7,254.00

Asphaltic Concrete Mixture	126,400	tons	$ 2.98	$ 376,672.00
85-100 Asphalt in Mixture	7,580	tons	28.90	219,062.00
RS-2 Asphalt in Tack	26	tons	50.00	1,300.00
Asphaltic Concrete Traffic Markers	630	lin.ft.	1.00	620.00
				$1,525,476.00
Flagging (57½% of Contractor's Cost)	All Required			1,800.00
				$1,527,278.00

Type Code Y002
Signing (Sta. 517+40 to Sta. 1257+05.60)

Removal of Existing Sign Installations	All Required (60%)			$ 150.00
Furnish 8-inch BP 36# Steel Piling	535	lin.ft.	$ 7.00	3,745.00
Drive Steel Piles	33	only	85.00	2,805.00
Metal Posts in Place	2,939	lbs.	.85	2,498.15
Wood Posts in Place	2.585	M-fbm	710.00	1,835.35
Type "A" Signs in Place	1,510.5	sq.ft.	9.00	13,594.50
Type "C" & "D" Signs in Place	354	sq.ft.	4.50	1,593.00
Type "E", "F" & "G" Signs in Place	91.2	sq.ft.	4.75	433.20
Type "H" Signs in Place	15.2	sq.ft.	6.00	91.20
				$ 26,745.40
	Subtotal			$1,554,023.40
	10% Engr. & Cont.			155,402.34
	Total			$1,709,425.74

Length of Roadway . . . . 13.490 miles
Length of 4 Structures. . . . . 0.009 mile
Total Length . . . . 13.499 miles
Cost of Roadway per mile. $126,717.99

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,709,425.74	1,578,000.00	131,425.74
	$1,729,425.74	$1,596,000.00	$ 133,425.74

Summary of Work Retained in Program Status

Work: Illumination (Multnomah Falls Off-Ramp)

Federal Funds: $46,000.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(7)15
Old I-82-2(7)15

SANDY RIVER-MULTNOMAH FALLS SECTION OF
THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, September 18, 1959

Type Code P. E.

Preliminary Engineering	All Required		$20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60 = Sta. 1257+48.86)(Contract No. 5334)

Removal of Bridge	All	Required		$5,000.00
Drainage Excavation, Unclassified	130	cu. yds.	$3.00	390.00
Embankment in Place	21,700	cu. yds.	.80	17,360.00
Furnishing and Placing Topsoil	13,000	cu. yds.	1.50	19,500.00
Tractor and Dozer	220	hours	15.00	3,300.00
Blade Grader	220	hours	12.00	2,640.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	15.00	1,125.00
12-inch Concrete Pipe	340	lin. ft.	3.00	1,020.00
6-inch Sewer Pipe	270	lin. ft.	2.00	540.00
8-inch Sewer Pipe	400	lin. ft.	2.50	1,000.00
1½-inch Electrical Conduit	720	lin. ft.	2.00	1,440.00
Concrete Inlet, Type "D"	7	only	200.00	1,400.00
Concrete Inlet, Type "G-1"	2	only	200.00	400.00
Concrete Inlet, Type "CG-1"	4	only	200.00	800.00
Concrete Curbs	132	cu. yds.	60.00	7,920.00
Concrete Manholes	2	only	400.00	800.00
Concrete Surfacing	360	sq. yds.	4.00	1,440.00
Salvaging and Reinstalling Guard Rail	20,000	lin. ft.	1.00	20,000.00
Galvanized Metal Guard Rail	88,800	lin. ft.	2.28	202,464.00
Galvanized Metal Median Barrier	52,000	lin. ft.	3.55	184,600.00
Salvaging and Stockpiling Sight Posts	190	only	1.00	190.00
Salvaging and Reinstalling Sight Posts	150	only	3.00	450.00
Type 2 Fence	1,840	rods	5.95	10,948.00
Type 3 Fence	200	rods	9.00	1,800.00
Coarse Crushed Material in Base	213,000	tons	1.20	255,600.00
3/4" - 0 Material in Base	59,000	tons	1.30	76,700.00
Sprinkling	5,090	M-gals.	2.00	10,180.00
Preparation of Base	All	Required (90%)		3,600.00
3/4" - 0 Material in Binder Course	5,410	tons	2.60	14,066.00
Furnishing and Placing Aggregates	9,600	tons	2.75	26,400.00

RC-3 Asphalt	604	tons	$38.00	$22,952.00
120-150 Asphalt	635	tons	37.00	23,495.00
RS-2 Asphalt in Oiling	186	tons	39.00	7,254.00
Asphaltic Concrete Mixture	126,400	tons	2.98	376,672.00
85-100 Asphalt in Mixture	7,580	tons	28.90	219,062.00
RS-2 Asphalt in Tack	26	tons	50.00	1,300.00
Asphaltic Concrete Traffic Markers	620	lin. ft.	1.00	620.00
				$1,525,478.00
Flagging (57½% of Contractor's Cost	All	Required		1,800.00
				$1,527,278.00

Type Code Y002
Signing (Sta. 517+40 to Sta. 912+00)(Contract No. 5519)

Removal of Existing Sign Installations	All	Required (60%)		$264.66
Furnish 8-inch BP 36# Steel Piling	535	lin. ft.	$4.95	2,648.25
Drive Steel Piles	33	only	49.50	1,633.50
Metal Posts in Place	2,939	lbs.	.396	1,163.84
Wood Posts in Place	2.585	M-fbm	319.00	824.60
Type "A" Signs in Place	1,510.5	sq. ft.	6.92	10,452.66
Type "C" & "D" Signs in Place	354	sq. ft.	5.48	1,939.92
Type "E", "F" & "G" Signs in Place	91.2	sq. ft.	7.47	681.26
Type "H" Signs in Place	15.2	sq. ft.	6.03	91.66
				$19,700.36
Flagging (57½% of Contractor's Cost)	All	Required		100.00
				$19,800.36

Type Code Y002
Signing (Sta. 912+00 to Sta. 1257+05.60)

Removal of Existing Sign Installation	All	Required		$300.00
Furnish 8-inch BP 36# Steel Piling	371	lin. ft.	$7.00	2,597.00
Drive Steel Piles	22	only	85.00	1,870.00
Metal Sign Posts	All	Required		2,220.00
Wood Sign Posts	All	Required		1,680.00
Type "A" Signs in Place	1,048	sq. ft.	9.00	9,432.00
Type "B" Signs in Place	18	sq. ft.	9.00	162.00
Type "C" & "D" Signs in Place	314	sq. ft.	4.50	1,413.00
Type "E", "F" & "G" Signs in Place	38	sq. ft.	4.75	180.50
Type "L" Signs in Place	6	sq. ft.	7.00	42.00
				$19,896.50

Subtotal	$1,566,974.86
10% Engr. & Cont.	156,697.48
Total	$1,723,672.34

Length of Roadway	13.490 Miles
Length of 4 Structures	0.009 Mile
Total Length	13.499 Miles
Cost of Roadway	$127,774.07

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,723,672.34	1,592,000.00	131,672.34
*	$1,743,672.34	$1,610,000.00	$133,672.34

Summary of Work Retained in Program Status:

Work: Illumination (Multnomah Falls Off Ramp) and Traffic Signs
Federal Funds: $32,000.00

		Total Cost	Federal Funds
*	P. A. Portion	$1,700,005.80	$1,569,900.00
	PS&E Portion	43,666.54	40,100.00
		$1,743,672.34	$1,610,000.00

Federal Aid
Project No. I-80N-2(7)15
Old I-82-2 (7)15

Oregon State Highway Department

SANDY RIVER-MULTNOMAH FALLS SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, September 23, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60-Sta. 1257+48.86)(Contract No. 5334)

Removal of Bridge	All	Required	$	$ 5,000.00
Drainage Excavation, Unclassified	130	cu. yds.	3.00	390.00
Embankment in Place	21,700	cu. yds.	0.80	17,360.00
Furnishing and Placing Topsoil	13,000	cu. yds.	1.50	19,500.00
Tractor and Dozer	220	hours	15.00	3,300.00
Blade Grader	220	hours	12.00	2,640.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	15.00	1,125.00
12-inch Concrete Pipe	340	lin. ft.	3.00	1,020.00
6-inch Sewer Pipe	270	lin. ft.	2.00	540.00
8-inch Sewer Pipe	400	lin. ft.	2.50	1,000.00
1½-inch Electrical Conduit	720	lin. ft.	2.00	1,440.00
Concrete Inlet, Type "D"	7	only	200.00	1,400.00
Concrete Inlet, Type "G-1"	2	only	200.00	400.00
Concrete Inlet, Type "CG-1"	4	only	200.00	800.00
Concrete Curbs	132	cu. yds.	60.00	7,920.00
Concrete Manholes	2	only	400.00	800.00
Concrete Surfacing	360	sq. yds.	4.00	1,440.00
Salvaging and Reinstalling Guard Rail	20,000	lin. ft.	1.00	20,000.00
Galvanized Metal Guard Rail	88,800	lin. ft.	2.28	202,464.00
Galvanized Metal Median Barrier	52,000	lin. ft.	3.55	184,600.00
Salvaging and Stockpiling Sight Posts	190	only	1.00	190.00
Salvaging and Reinstalling Sight Posts	150	only	3.00	450.00
Type 2 Fence	1,840	rods	5.95	10,948.00
Type 3 Fence	200	rods	9.00	1,800.00
Coarse Crushed Material in Base	213,000	tons	1.20	255,600.00
3/4" - 0 Material in Base	59,000	tons	1.30	76,700.00
Sprinkling	5,090	M-gal.	2.00	10,180.00
Preparation of Base	All	Required (90%)		3,600.00
3/4" - 0 Material in Binder Course	5,410	tons	2.60	14,066.00
Furnishing and Placing Aggregates	9,600	tons	2.75	26,400.00
RC-3 Asphalt	604	tons	38.00	22,952.00
120-150 Asphalt	635	tons	37.00	23,495.00
RS-2 Asphalt in Oiling	186	tons	39.00	7,254.00

Asphaltic Concrete Mixture	126,400	tons	$2.98	$376,672.00
85-100 Asphalt in Mixture	7,580	tons	28.90	219,062.00
RS-2 Asphalt in Tack	26	tons	50.00	1,300.00
Asphaltic Concrete Traffic Markers	620	lin. ft.	1.00	620.00
				$1,525,478.00
Flagging (57½% of Contractor's Cost)	All	Required		1,800.00
				$1,527,278.00

Type Code Y002
Signing (Sta. 517+40 to Sta. 912+00)(Contract No. 5519)

Removal of Existing Sign Installations	All	Required (60%)		$ 264.66
Furnish 8-inch BP 36# Steel Piling	535	lin. ft.	$4.95	2,648.25
Drive Steel Piles	33	only	49.50	1,633.50
Metal Posts in Place	2,939	lbs.	0.396	1,163.84
Wood Posts in Place	2.585	M-fbm	319.00	824.61
Type "A" Signs in Place	1,510.5	sq. ft.	6.92	10,452.66
Type "C" & "D" Signs in Place	354	sq. ft.	5.48	1,939.92
Type "E", "F" & "G" Signs in Place	91.2	sq. ft.	7.47	681.26
Type "H" Signs in Place	15.2	sq. ft.	6.03	91.66
				$ 19,700.36
Flagging (57½% of Contractor's Cost)	All	Required		100.00
				$ 19,800.36

Type Code Y002
Signing (Sta. 912+00 to Sta. 1257+05.60)

Removal of Existing Sign Installations	All	Required	$	$ 300.00
Furnish 8-inch BP 36# Steel Piling	371	lin. ft.	7.00	2,597.00
Drive Steel Piles	22	only	85.00	1,870.00
Metal Sign Posts	All	Required		930.00
Wood Sign Posts	All	Required		1,500.00
Type "A" Signs in Place	820	sq. ft.	9.00	7,380.00
Type "B" Signs in Place	235.5	sq. ft.	12.50	2,943.75
Type "C" & "D" Signs in Place	314	sq. ft.	5.50	1,727.00
Type "E", "F" & "G" Signs in Place	38	sq. ft.	6.00	228.00
Type "L" Signs in Place	6	sq. ft.	7.00	42.00
				$ 19,517.75

Subtotal	$1,566,596.11
10% Engr. & Cont.	156,659.61
Total	$1,723,255.72

Length of Roadway - - - - - - 13.490 Miles
Length of 4 Structures- - - - 0.009 Mile
Total Length- - - - - - - - - - 13.499 Miles
Cost of Roadway Per Mile- - - $127,743.19

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,723,255.72	1,591,800.00	131,455.72
	*$1,743,255.72	$1,609,800.00	$133,455.72

Summary of Work Retained in Program Status

Work: Illumination (Multnomah Falls Off Ramp) and Traffic Signs

Federal Funds: $32,000.00

	Total Cost	Federal Funds
* P.A. Portion	$1,700,005.80	$1,569,900.00
PS & E Portion	43,249.92	39,900.00
	$1,743,255.72	$1,609,800.00

Federal Aid
Project No. I-80N-2(7)15
Old I-82-2 (7)15

Oregon State Highway Department

SANDY RIVER-MULTNOMAH FALLS SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate revised to include cost of work by UPRR Co. Not as a basis for modification of project agreement.)

Salem, Oregon, November 30, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60-Sta. 1257+48.86)(Contract No. 5334)

Removal of Bridge	All	Required	$	$ 5,000.00
Drainage Excavation, Unclassified	130	cu. yds.	3.00	390.00
Embankment in Place	21,700	cu. yds.	0.80	17,360.00
Furnishing and Placing Topsoil	13,000	cu. yds.	1.50	19,500.00
Tractor and Dozer	220	hours	15.00	3,300.00
Blade Grader	220	hours	12.00	2,640.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	15.00	1,125.00
12-inch Concrete Pipe	340	lin. ft.	3.00	1,020.00
6-inch Sewer Pipe	270	lin. ft.	2.00	540.00
8-inch Sewer Pipe	400	lin. ft.	2.50	1,000.00
1½-inch Electrical Conduit	720	lin. ft.	2.00	1,440.00
Concrete Inlet, Type "D"	7	only	200.00	1,400.00
Concrete Inlet, Type "G-1"	2	only	200.00	400.00
Concrete Inlet, Type "CG-1"	4	only	200.00	800.00
Concrete Curbs	132	cu. yds.	60.00	7,920.00
Concrete Manholes	2	only	400.00	800.00
Concrete Surfacing	360	sq. yds.	4.00	1,440.00
Salvaging and Reinstalling Guard Rail	20,000	lin. ft.	1.00	20,000.00
Galvanized Metal Guard Rail	88,800	lin. ft.	2.28	202,464.00
Galvanized Metal Median Barrier	52,000	lin. ft.	3.55	184,600.00
Salvaging and Stockpiling Sight Posts	190	only	1.00	190.00
Salvaging and Reinstalling Sight Posts	150	only	3.00	450.00
Type 2 Fence	1,840	rods	5.95	10,948.00
Type 3 Fence	200	rods	9.00	1,800.00
Coarse Crushed Material in Base	213,000	tons	1.20	255,600.00
3/4" - 0 Material in Base	59,000	tons	1.30	76,700.00
Sprinkling	5,090	M-gals.	2.00	10,180.00
Preparation of Base	All	Required (90%)		3,600.00
3/4" - 0 Material in Binder Course	5,410	tons	2.60	14,066.00
Furnishing and Placing Aggregates	9,600	tons	2.75	26,400.00
RC-3 Asphalt	604	tons	38.00	22,952.00
120-150 Asphalt	635	tons	37.00	23,495.00
RS-2 Asphalt in Oiling	186	tons	39.00	7,254.00
Asphaltic Concrete Mixture	126,400	tons	2.98	376,672.00
85-100 Asphalt in Mixture	7,580	tons	28.90	219,062.00
RS-2 Asphalt in Tack	26	tons	50.00	1,300.00
Asphaltic Concrete Traffic Markers	620	lin. ft.	1.00	620.00
				$1,525,478.00
Flagging (57½% of Contractor's Cost)	All	Required		1,800.00
				$1,527,278.00

Type Code Y002
Signing (Sta. 517+40 to Sta. 912+00)(Contract No. 5519)

Removal of Existing Sign Installations	All Required (60%)		$ 264.66
Furnish 8-inch BP 36# Steel Piling	535 lin. ft.	$4.95	2,648.25
Drive Steel Piles	33 only	49.50	1,633.50
Metal Posts in Place	2,939 lbs.	0.396	1,163.84
Wood Posts in Place	2.585 M-fbm	319.00	824.61
Type "A" Signs in Place	1,510.5 sq. ft.	6.92	10,452.66
Type "C" and "D" Signs in Place	354 sq. ft.	5.48	1,939.92
Type "E", "F" and "G" Signs in Place	91.2 sq. ft.	7.47	681.26
Type "H" Signs in Place	15.2 sq. ft.	6.03	91.66
			$ 19,700.36
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 19,800.36

Type Code Y002
Signing (Sta. 912+00 to Sta. 1257+05.60)(Contract No. 5549)

Removal of Existing Sign Installation	All Required	$	$ 1,000.00
Furnish 8-inch BP 36# Steel Piling	371 lin. ft.	6.84	2,537.64
Drive Steel Piles	22 only	50.00	1,100.00
Metal Sign Posts	All Required		1,132.65
Wood Sign Posts	All Required		1,030.00
Type "A" Signs in Place	820 sq. ft.	7.80	6,396.00
Type "B" Signs in Place	235.5 sq. ft.	7.80	1,836.90
Type "C" and "D" Signs in Place	314 sq. ft.	5.09	1,598.26
Type "E", "F" and "G" Signs in Place	38 sq. ft.	4.98	189.24
Type "L" Signs in Place	6 sq. ft.	4.98	29.88
			$ 16,850.57
Work by UPRR Co. (OWRR & N Co.)	All Required		17,000.00

Subtotal	$1,580,928.93
10% Engr. & Cont.	158,092.07
Total	$1,739,021.00

Length of Roadway - - - - - -	13.490 Miles
Length of 4 Structures- - - -	0.009 Mile
Total Length- - - - - - - - -	13.499 Miles
Cost of Roadway Per Mile- - -	$130,394.44

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,739,021.00	1,599,000.00	140,021.00
*	$1,759,021.00	$1,617,000.00	$142,021.00

Summary of Work Retained in Program Status

Work: Illumination (Multnomah Falls Off Ramp) and Traffic Signs
Federal Funds: $41,000.00

	Total Cost	Federal Funds
*P.A. Portion	$1,700,005.80	$1,569,900.00
PS & E Portion	59,015.20	47,100.00
	$1,759,021.00	$1,617,000.00

SANDY RIVER-MULTNOMAH FALLS SECTION

PROJECT NO. I-80N-2(7)15

Estimated costs of work to be done by the Union Pacific Railroad Co. (OWRR & N Co.)

Labor		$ 8,590.00
Material		9,990.00
Salvage Credit		1,540.00 Cr.
		$17,040.00
	USE	$17,000.00

November 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding three copies of estimate, revised to include costs of work by the Union Pacific Railroad Company, for the Sandy River-Multnomah Falls Section, Project No. I-80N-2(7)15.

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(7)15

SANDY RIVER-MULTNOMAH FALLS SECTION OF
THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, March 23, 1960

Type Code P. E.

Preliminary Engineering	All	Required	$	$ 20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60 = Sta. 1257+48.86)(Contract No. 5334)

Removal of Bridge	All	Required	$	$ 5,000.00
Drainage Excavation, Unclassified	130	cu. yds.	3.00	390.00
Embankment in Place	21,700	cu. yds.	0.80	17,360.00
Furnishing and Placing Topsoil	13,000	cu. yds.	1.50	19,500.00
Tractor and Dozer	220	hours	15.00	3,300.00
Blade Grader	220	hours	12.00	2,640.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	15.00	1,125.00
12-inch Concrete Pipe	340	lin. ft.	3.00	1,020.00
6-inch Sewer Pipe	270	lin. ft.	2.00	540.00
8-inch Sewer Pipe	400	lin. ft.	2.50	1,000.00
1½-inch Electrical Conduit	720	lin. ft.	2.00	1,440.00
Concrete Inlet, Type "D"	7	only	200.00	1,400.00
Concrete Inlet, Type "G-1"	2	only	200.00	400.00
Concrete Inlet, Type "CG-1"	4	only	200.00	800.00
Concrete Curbs	132	cu. yds.	60.00	7,920.00
Concrete Manholes	2	only	400.00	800.00
Concrete Surfacing	360	sq. yds.	4.00	1,440.00
Salvaging and Reinstalling Guard Rail	20,000	lin. ft.	1.00	20,000.00
Galvanized Metal Guard Rail	88,800	lin. ft.	2.28	202,464.00
Galvanized Metal Median Barrier	52,000	lin. ft.	3.55	184,600.00
Salvaging and Stockpiling Sight Posts	190	only	1.00	190.00
Salvaging and Reinstalling Sight Posts	150	only	3.00	450.00
Type 2 Fence	1,840	rods	5.95	10,948.00
Type 3 Fence	200	rods	9.00	1,800.00
Coarse Crushed Material in Base	213,000	tons	1.20	255,600.00
3/4" - 0 Material in Base	59,000	tons	1.30	76,700.00
Sprinkling	5,090	M-gal.	2.00	10,180.00
Preparation of Base	All	Required (90%)		3,600.00
3/4" - 0 Material in Binder Course	5,410	tons	2.60	14,066.00
Furnishing and Placing Aggregates	9,600	tons	2.75	26,400.00
RC-3 Asphalt	604	tons	38.00	22,952.00

120-150 Asphalt	635	tons	$37.00	$ 23,495.00
RS-2 Asphalt in Oiling	186	tons	39.00	7,254.00
Asphaltic Concrete Mixture	126,400	tons	2.98	376,672.00
85-100 Asphalt in Mixture	7,580	tons	28.90	219,062.00
RS-2 Asphalt in Tack	26	tons	50.00	1,300.00
Asphaltic Concrete Traffic Markers	620	lin. ft.	1.00	620.00
				$1,525,478.00
Flagging (57½% of Contractor's Cost)	All	Required		1,800.00
				$1,527,278.00

Type Code Y002
Signing (Sta. 517+40 to Sta. 912+00)(Contract No. 5519)

Removal of Existing Sign Installations	All	Required (60%)		$ 264.66
Furnish 8-inch BP 36# Steel Piling	535	lin. ft.	$4.95	2,648.25
Drive Steel Piles	33	only	49.50	1,633.50
Metal Posts in Place	2,939	lbs.	0.396	1,163.84
Wood Posts in Place	2.585	M-fbm	319.00	824.61
Type "A" Signs in Place	1,510.5	sq. ft.	6.92	10,452.66
Type "C" and "D" Signs in Place	354	sq. ft.	5.48	1,939.92
Type "E", "F" and "G" Signs in Place	91.2	sq. ft.	7.47	681.26
Type "H" Signs in Place	15.2	sq. ft.	6.03	91.66
				$ 19,700.36
Flagging (57½% of Contractor's Cost)	All	Required		100.00
				$ 19,800.36

Type Code Y002
Signing (Sta. 912+00 to Sta. 1257+05.60)(Contract No. 5549)

Removal of Existing Sign Installation	All	Required	$	$ 1,000.00
Furnish 8-inch HP 36# Steel Piling	371	lin. ft.	6.84	2,537.64
Drive Steel Piles	22	only	50.00	1,100.00
Metal Sign Posts	All	Required		1,132.65
Wood Sign Posts	All	Required		1,030.00
Type "A" Signs in Place	820	sq. ft.	7.80	6,396.00
Type "B" Signs in Place	235.5	sq. ft.	7.80	1,836.90
Type "C" and "D" Signs in Place	314	sq. ft.	5.09	1,598.26
Type "E", "F" and "G" Signs in Place	38	sq. ft.	4.98	189.24
Type "L" Signs in Place	6	sq. ft.	4.98	29.88
				$ 16,850.57
Work by U.P.R.R. Co. (O.W.R.R. & N. Co.)	All	Required		17,000.00

Type Code Y030
Illumination and Delineation (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60)

Illumination (Multnomah Falls Interchange)	All Required	$	$ 11,000.00
Guide Posts, Type W-1	814 only	6.00	4,884.00
Guide Posts, Type Y-2	262 only	7.00	1,834.00
Guide Posts, Type Y-3	11 only	8.00	88.00
Salvage and Stockpile Guide Posts	All Required (90%)		450.00
			$ 18,256.00
	Subtotal		$1,599,184.93
	10% Engr. & Cont.		159,918.07
	Total		$1,759,103.00

Length of Roadway - - - - - - - 13.490 Miles
Length of 4 Structures- - - - - 0.009 Mile
Total Length- - - - - - - - - - 13.499 Miles
Cost of Roadway Per Mile- - - - $130,400.51

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,759,103.00	1,622,000.00	137,103.00
*	$1,779,103.00	$1,640,000.00	$139,103.00

*		
Project Agreement	$1,700,005.80	$1,569,900.00
P.S. & E.	79,097.20	71,000.00
	$1,779,103.00	$1,640,000.00

SANDY RIVER-MULTNOMAH FALLS SECTION

PROJECT NO. I-80N-2(7)15

Estimated costs of work to be done by the Union Pacific Railroad Co. (O.W.R.R. & N. Co.)

Labor		$ 8,590.00
Material		9,990.00
Salvage Credit		1,540.00 Cr.
		$17,040.00
	USE	$17,000.00

[illegible] 5334

A

Monthly Transaction No. 71-42 RECEIVED 1958	Form 2 (9-1) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
		County Multnomah
Project Report No. FOR FILING	FEDERAL-AID PROJECT AGREEMENT	Project No. I-80N-2(7)15

I 82-1(11)14
~~I 82-2(7)15~~
5334

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
From east end I-80N-2(4)15 to west end I-80N-2(6)28
(Sandy River-Multnomah Falls Section) on U. S. 30

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		▨
Preliminary engineering	6-5-57	- - -
Rights-of-Way		▨
Construction	8-4-58	13.5
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 1,700,006.00	Federal funds $ 1,569,900.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

Deputy State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 31, 1958

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Sandy River-Multnomah Falls Section, Project No. I-80N-2(7)15.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BWC:bb

October 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Sandy River-Multnomah Falls Section, Project No. I-80N-2(7)15.

Very truly yours,

W. C. Williams
State Highway Engineer

RMC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid
Project No. I-80N-2(7)15
Old I-82-2 (7)15

SANDY RIVER-MULTNOMAH FALLS SECTION OF
THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as a basis for project agreement. Based on low Bid prices.)

Salem, Oregon, October 13, 1958

Type Code P. E.

Preliminary Engineering	All Required	$	20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00) (Sta. 907+00 to Sta. 1257+05.60 = Sta. 1257+48.86)(Contract No. 5334)

Removal of Bridge	All	Required	$	$ 5,000.00
Drainage Excavation, Unclassified	130	cu. yds.	3.00	390.00
Embankment in Place	21,700	cu. yds.	0.80	17,360.00
Furnishing and Placing Topsoil	13,000	cu. yds.	1.50	19,500.00
Tractor and Dozer	220	hours	15.00	3,300.00
Blade Grader	220	hours	12.00	2,640.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	15.00	1,125.00
12-Inch Concrete Pipe	340	lin. ft.	3.00	1,020.00
6-Inch Sewer Pipe	270	lin. ft.	2.00	540.00
8-Inch Sewer Pipe	400	lin. ft.	2.50	1,000.00
1½-Inch Electrical Conduit	720	lin. ft.	2.00	1,440.00
Concrete Inlet, Type "D"	7	only	200.00	1,400.00
Concrete Inlet, Type "G-1"	2	only	200.00	400.00
Concrete Inlet, Type "CG-1"	4	only	200.00	800.00
Concrete Curbs	132	cu. yds.	60.00	7,920.00
Concrete Manholes	2	only	400.00	800.00
Concrete Surfacing	360	sq. yds.	4.00	1,440.00
Salvaging and Reinstalling Guard Rail	20,000	lin. ft.	1.00	20,000.00
Galvanized Metal Guard Rail	88,800	lin. ft.	2.28	202,464.00
Galvanized Metal Median Barrier	52,000	lin. ft.	3.55	184,600.00
Salvaging and Stockpiling Sight Posts	190	only	1.00	190.00
Salvaging and Reinstalling Sight Posts	150	only	3.00	450.00
Type 2 Fence	1,840	rods	5.95	10,948.00
Type 3 Fence	200	rods	9.00	1,800.00
Coarse Crushed Material in Base	213,000	tons	1.20	255,600.00
3/4" - 0 Material in Base	59,000	tons	1.30	76,700.00
Sprinkling	5,090	M-gals.	2.00	10,180.00
Preparation of Base	All	Required (90%)		3,600.00

3/4" - 0 Material in Binder Course	5,410tons	$ 2.60	$ 14,066.00
Furnishing and Placing Aggregates	9,600 tons	2.75	26,400.00
RC-3 Asphalt	604 tons	38.00	22,952.00
120-150 Asphalt	635 tons	37.00	23,495.00
RS-2 Asphalt in Oiling	186 tons	39.00	7,254.00
Asphaltic Concrete Mixture	126,400 tons	2.98	376,672.00
85-100 Asphalt in Mixture	7,580 tons	28.90	219,062.00
RS-2 Asphalt in Tack	26 tons	50.00	1,300.00
Asphaltic Concrete Traffic Markers	630 lin. ft.	1.00	630.00
			$1,525,478.00
Flagging (57½% of Contractor's Cost)	All Required		1,800.00
	Subtotal		$1,527,278.00
	10% Engr. & Cont.		152,727.80
	Total		$1,680,005.80

Length of Roadway	13.490 Miles
Length of 4 Structures	0.009 Mile
Total Length	13.499 Miles
Cost of Roadway per Mile	$124,537.12

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,680,005.80	1,551,900.00	128,105.80
	$1,700,005.80	$1,569,900.00	$130,105.80

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-82-2(7)15

SANDY RIVER-MULTNOMAH FALLS SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 14, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00) (Sta. 907+00 to Sta. 1257+05.60 = Sta. 1257+48.86)

Removal of Bridge	All Required		$ 10,000.00
Drainage Excavation, Unclassified	100 cu.yds.	$ 3.00	300.00
Embankment in Place	41,500 cu.yds.	.50	20,750.00
Tractor and Dozer	220 hours	17.50	3,850.00
Blade Grader	220 hours	12.50	2,750.00
Dump Truck	150 hours	7.00	1,050.00
Front End Loader	75 hours	8.50	637.50
12-inch Concrete Pipe	56 lin.ft.	2.50	140.00
6-inch Sewer Pipe	270 lin.ft.	1.50	405.00
8-inch Sewer Pipe	400 lin.ft	2.00	800.00
1½-inch Electrical Conduit	720 lin.ft	1.75	1,260.00
Concrete Inlet, Type "D"	7 only	85.00	595.00
Concrete Inlet, Type "G-1"	4 only	90.00	360.00
Concrete Curbs	112 cu.yds	50.00	5,600.00
Concrete Surfacing	360 sq.yds.	4.50	1,620.00
Salvaging and Reinstalling Guard Rail	20,000 lin.ft.	1.75	35,000.00
Galvanized Metal Guard Rail	88,800 lin.ft.	3.00	266,400.00
Galvanized Metal Median Barrier	52,150 lin.ft.	4.75	247,712.50
Salvaging and Stockpiling Sight Posts	190 only	2.50	475.00
Salvaging and Reinstalling Sight Posts	150 only	5.00	750.00
Type 2 Fence	1,640 rods	6.00	9,840.00
Type 3 Fence	440 rods	17.50	7,700.00
Coarse Crushed Material in Base	213,000 tons	1.35	287,550.00
3/4" - 0 Material in Base	59,000 tons	1.45	85,550.00
Sprinkling	5,090 M-Gal	2.50	12,725.00
Preparation of Base	All Required (90%)		3,375.00
3/4" - 0 Material in Binder Course	5,410 tons	2.75	14,877.50

Oregon State Highway Department

Federal Aid
Project No. I-82-2(7)15

Furnishing and Placing Aggregates	9,600	tons	2.75	$ 26,400.00
RC-3 Asphalt	604	tons	42.00	25,368.00
120-150 Asphalt	635	tons	40.00	25,400.00
RS-2 Asphalt in Oiling	186	tons	42.00	7,812.00
Asphaltic Concrete Mixture	126,400	tons	3.40	429,760.00
85-100 Asphalt in Mixture	7,580	tons	34.00	257,720.00
RS-2 Asphalt in Tack	26	tons	42.00	1,092.00
Asphaltic Concrete Traffic Markers	620	lin.ft.	1.00	620.00
				$1,796,244.50
Flagging (57½% of Contractors Cost)	All Required			$ 1,800.00
	Subtotal			$1,798,044.50
	10% Engr. & Cont.			179,804.45
	TOTAL			$1,977,848.95

Length of Roadway	13.490 miles
Length of 4 Structures	0.009 mile
Total Length	13.499 miles
Cost of Roadway Per Mile	$146,615.93

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,977,848.95	1,827,000.00	150,848.95
	$1,997,848.95	$1,845,000.00	$152,848.95

Oregon State Highway Department

Federal Aid
Project No. I-82-2(7)15

SANDY RIVER-MULTNOMAH FALLS SECTION OF THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY.

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 31, 1958

Type Code P. E.

Preliminary Engineering	All Required		$20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60 = Sta. 1257+48.86)

Removal of Bridge	All	Required		$10,000.00
Drainage Excavation, Unclassified	130	cu.yds.	$3.00	390.00
Embankment in Place	21,700	cu.yds.	0.50	10,850.00
Furnishing and Placing Topsoil	13,000	cu.yds.	2.00	26,000.00
Tractor and Dozer	220	hours	17.50	3,850.00
Blade Grader	220	hours	12.50	2,750.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	8.50	637.50
12-inch Concrete Pipe	340	lin.ft.	2.50	850.00
6-inch Sewer Pipe	270	lin.ft.	1.50	405.00
8-inch Sewer Pipe	400	lin.ft.	2.00	800.00
1½-inch Electrical Conduit	720	lin.ft.	1.75	1,260.00
Concrete Inlet, Type "D"	7	only	85.00	595.00
Concrete Inlet, Type "G-1"	2	only	90.00	180.00
Concrete Inlets, Type "CG-1"	4	only	100.00	400.00
Concrete Curbs	132	cu.yds.	50.00	6,600.00
Concrete Manholes	2	only	300.00	600.00
Concrete Surfacing	360	sq. yds.	4.50	1,620.00
Salvaging and Reinstalling Guard Rail	20,000	lin.ft.	1.75	35,000.00
Galvanized Metal Guard Rail	88,800	lin.ft.	3.00	266,400.00
Galvanized Metal Median Barrier	52,000	lin.ft.	4.75	247,000.00
Extra for Posts on Islands	28	only	3.00	84.00
Salvaging and Stockpiling Sight Posts	190	only	2.50	475.00
Salvaging and Reinstalling Sight Posts	150	only	5.00	750.00
Type 2 Fence	1,640	rods	6.00	9,840.00
Type 3 Fence	440	rods	17.50	7,700.00
Coarse Crushed Material in Base	213,000	tons	1.35	287,550.00

3/4" - 0 Material in Base	59,000	tons	1.45	85,550.00
Sprinkling	5,090	M-Gals.	2.50	12,725.00
Preparation of Base	All Required (90%)			3,375.00
3/4" - 0 Material in Binder Course	5,410	tons	2.75	14,877.50
Furnishing and Placing Aggregates	9,600	tons	2.75	26,400.00
RC-3 Asphalt	604	tons	42.00	25,368.00
120-150 Asphalt	635	tons	40.00	25,400.00
RS-2 Asphalt in Oiling	186	tons	42.00	7,812.00
Asphaltic Concrete Mixture	126,400	tons	3.40	429,760.00
85-100 Asphalt in Mixture	7,580	tons	34.00	257,720.00
RS-2 Asphalt in Tack	26	tons	42.00	1,092.00
Asphaltic Concrete Traffic Markers	620	lin.ft.	1.00	620.00
				$ 1,814,336.00
Flagging (57½% of Contractors Cost)	All Required			1,800.00
	Subtotal			$ 1,816,136.00
	10% Engr. & Cont.			181,613.60
	Total			$ 1,997,749.60

Length of Roadway.	13.490 miles
Length of 4 Structures	0.009 mile
Total Length	13,499 miles
Cost of Roadway Per Mile	$148,091.14

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,997,749.60	$1,845,000.00	$152,749.60
	$2,017,749.60	$1,863,000.00	$154,749.60

Oregon State Highway Department

Federal Aid
Project No. I-82-2(7)15

SANDY RIVER-MULTNOMAH FALLS SECTION OF

THE COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 18, 1958

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 20,000.00

Type Code 6201
Roadway (Sta. 517+40 to Sta. 880+00)(Sta. 907+00 to Sta. 1257+05.60-Sta. 1257+48.86)

Removal of Bridges	All	Required	$	$ 10,000.00
Drainage Excavation, Unclassified	130	cu. yds.	3.00	390.00
Embankment in Place	21,700	cu. yds.	0.50	10,850.00
Furnishing and Placing Topsoil	13,000	cu. yds.	2.00	26,000.00
Tractor and Dozer	220	hours	17.50	3,850.00
Blade Grader	220	hours	12.50	2,750.00
Dump Truck	150	hours	7.00	1,050.00
Front End Loader	75	hours	8.50	637.50
12-inch Concrete Pipe	340	lin. ft.	2.50	850.00
6-inch Sewer Pipe	270	lin. ft.	1.50	405.00
8-inch Sewer Pipe	400	lin. ft.	2.00	800.00
1½-inch Electrical Conduit	720	lin. ft.	1.75	1,260.00
Concrete Inlets, Type "D"	7	only	85.00	595.00
Concrete Inlets, Type "G-1"	2	only	90.00	180.00
Concrete Inlets, Type "CG-1"	4	only	100.00	400.00
Concrete Curbs	132	cu. yds.	50.00	6,600.00
Concrete Manholes	2	only	300.00	600.00
Concrete Surfacing	360	sq. yds.	4.50	1,620.00
Salvaging and Reinstalling Guard Rail	20,000	lin. ft.	1.75	35,000.00
Galvanized Metal Guard Rail	88,800	lin. ft.	3.00	266,400.00
Galvanized Metal Median Barrier	52,000	lin. ft.	4.75	247,000.00
Salvaging and Stockpiling Sight Posts	190	only	2.50	475.00
Salvaging and Reinstalling Sight Posts	150	only	5.00	750.00
Type 2 Fence	1,840	rods	6.00	11,040.00
Type 3 Fence	200	rods	17.50	3,500.00
Coarse Crushed Material in Base	213,000	tons	1.35	287,550.00
3/4" - 0 Material in Base	59,000	tons	1.45	85,550.00
Sprinkling	5,090	M-gal.	2.50	12,725.00
Preparation of Base	All	Required (90%)		3,375.00
3/4" - 0 Material in Binder Course	5,410	tons	2.75	14,877.50
Furnishing and Placing Aggregates	9,600	tons	2.75	26,400.00
RC-3 Asphalt	604	tons	42.00	25,368.00
120-150 Asphalt	635	tons	40.00	25,400.00
RS-2 Asphalt in Oiling	186	tons	42.00	7,812.00
Asphaltic Concrete Mixture	126,400	tons	3.40	429,760.00
85-100 Asphalt in Mixture	7,580	tons	34.00	257,720.00
RS-2 Asphalt in Tack	26	tons	42.00	1,092.00
Asphaltic Concrete Traffic Markers	620	lin. ft.	1.00	620.00
				$1,811,252.00
Flagging (57½% of Contractor's Cost)	All	Required		1,800.00

Subtotal	$1,813,052.00
10% Engr. & Cont.	181,305.20
Total	$1,994,357.20

Length of Roadway	13.490 Miles
Length of 4 Structures.	0.009 Mile
Total Length.	13.499 Miles
Cost of Roadway Per Mile.	$147,839.67

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 18,000.00	$ 2,000.00
Roadway	1,994,357.20	1,842,000.00	152,357.20
	$2,014,357.20	$1,860,000.00	$154,357.20

RECEIVED
JUN - 3 1960
FOR FILING
I-82-1(11)14
I 82-2(7)15
6334

Salem, Oregon
May 26, 1960

Closure of Coopey Quarry Road
Sundial-Multnomah Falls Sec.
Columbia River Highway

Mr. L. H. Young
Assistant Construction Engineer
OFFICE

I have read your letter to Mr. Lindas and the attachments in connection with the Coopey Quarry-Dalton Point crossing on the Sundial-Multnomah Falls Section.

If and when it is determined by the Legal Department that this road is to be closed, I would suggest that the physical closing be something more than the construction of a fence which could be easily opened by anyone wishing to use the road. What I am trying to say is that a real physical barrier should be constructed.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

RECEIVED
JUN - 3 1960

FOR FILING
I 82 1(11))14
I 82-2(17))15
5334

Salem, Oregon
May 26, 1960

Closure of Coopey Quarry Road
Sundial-Multnomah Falls Sec.
Columbia River Highway

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Assistant Construction Engineer
OFFICE

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Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. W. C. Williams

FORM E-50X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1960

SUBJECT: Coopey Quarry-Dalton Point Crossing
Sundial-Multnomah Falls Section
Columbia River Highway
Contract No. 5334

To:

Mr. Leonard I. Lindas
Chief Counsel
Office

There has been some question develop as to our right to close off the Coopey Quarry Road after the subject-named section of the Columbia River Highway has been placed in full freeway operation. I forward herewith a report on the matter by Assistant Division Engineer, A. V. Benedict, in which he sets forth in considerable detail the history of the crossing. Also forwarded is a photostatic copy of the railroad deed.

It is perhaps possible that Mr. Ray Holtgreve is just whistling in the breeze and has no particular interest in this crossing. You will note that the title report from Pacific Title Insurance Company researched this for us at one time and came up with the, presumably, successors in interest who we dealt with in order to extinguish their interest.

Will you please have this matter looked into and advise us as to the course of action we should take. We can probably bring the matter to a head by following Mr. Benedict's suggestion and restoring the fence after the contractor is through in the quarry and digging the ditch which is necessary for drainage in the area.

Will you please give this matter your early attention as we expect to complete this project in the near future.

Tom Edwards
Construction Engineer

By ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Assistant Construction Engineer

RECEIVED
MAY 26 1960
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:fp

Enc.

cc Forrest Cooper
A. E. Johnson
Walter T. Wright

FORM E-30 50M 7-59

CONSTRUCTION DIVISI
RECEIVE
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
May 24, 1960

SUBJECT: Coopey Quarry-Dalton Point Crossing
Sundial-Multnomah Falls Section
Columbia River Highway
Contract No. 5334

To: Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: L. H. Young

Recently Mr. A. E. Johnson talked to Mr. L. H. Young regarding possible legal complications in eliminating the access at Station 1125, from the south, via a private railroad crossing. Mr. Johnson called attention to our having attempted to close this crossing on a previous occasion, and finding it necessary to reopen it. The following is a history of this crossing.

The original railroad right of way through Lots 2, 3, 4, and 5 in Section 14, T 1 N., R 5 E., W.M. was acquired in 1881 from Edward Drum and was 100 feet wide (Book 51, Page 107, Multnomah County Deed Records). This provided for two wagon road crossings to be installed by the railroad company.

In 1906 the railroad purchased right of way on a revised line through the same four lots from Frank and Mattie Howard (Book 365, Page 397, Multnomah County Deed Records). This right of way was also 100 feet wide and perpetuated the crossing privileges "Now in Force". All of the old right of way not included in the newly described strip reverted to Howard under terms of the deed. A photostat of this latter deed is attached.

On July 23, 1956, Mr. S. N. Mayhew was instructed by letter from R. L. Porter to extinguish access rights at a private road east of the Coopey Quarry. Mr. Mayhew obtained a title report from the Pacific Title Insurance Company, No. 175279, dated August 8, 1956. This report indicated that Mr. and Mrs. Stanley C. Nevens were the only successors in interest to the rights in a forty-foot road, which was listed as an exception in our original right of way deed. Mr. Mayhew purchased these rights for $600.00 as shown by Quit Claim Deed, File No. 1860. Mr. Mayhew believes that all access rights to Dalton Point and the highway in this area were eliminated.

On February 4, 1957, we transmitted a report, including a map, from Mr. Ewen showing moorage rights and access roads throughout the section.

Discuss

Note was made of this particular road and reference was made to the original railroad deed recorded in 1906 in Book 365, Page 397, Multnomah County Deed Records, as noted in a preceeding paragraph.

On May 7, 1959, a Type 2 fence was constructed between the highway and the railroad, closing this crossing. This was in accordance with the plans under contract No. 5334.

On May 8, 1959, Mr. Ewen received a call from Mr. L. H. Young in Salem instructing him to reopen the Coopey Quarry road and remove the fence. The road was to remain open until further notice. See weekly report for week ending May 9.

Mr. Ray Holtgreve has made statements to a number of people, including our present resident engineer, Mr. Clay Cornett, that we might close the crossing, but that we sure wouldn't keep it closed for long. Mr. Holtgreve seems to think that he has a right to this crossing.

The railroad company is pressuring us to drain a swamp lying between the highway and the railroad just east of this crossing. Unless we are advised of legal complications, we plan to obtain a Price Agreement or write an Extra Work Order for the contractor to do a little clearing and ditch this swamp to a culvert west of the crossing. This will leave a six-foot ditch across the private road which should effectively close it. We will also restore the fence. This work will have to wait until the paving plant is moved out.

Please have the Legal Division determine if Mr. Holtgreve, or anyone else, has any legal access rights at this point and if so, totake steps to have them extinguished so the access can be closed when our contractor moves out of the quarry.

AVBenedict
A. V. BENEDICT
Assistant Division Engineer

AVB:g
cc: S. N. Mayhew
R. T. Ewen
Clay Cornett

RECEIVED
MAY 23 1960
FOR FILING

I 82 1(11)14
I 82 2(7)15
5334

May 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to your letter of inquiry about the $0.90 per lineal foot price for salvaging and reinstalling guardrail on Oregon projects I-80N-1(11)14 and I-80N-2(7)15, Sundial-Multnomah Falls Section of the Columbia River Highway.

During the past winter, the northerly edge of the new grade has settled about eight inches between Stations 1218+00 and 1230+00 and Stations 1251+00 and 1257+00. This settled area must be brought back to proper grade by the addition of a small quantity of base rock. The planned guardrail had already been installed in these areas. It, too, must be raised to proper grade. To raise said guardrail will require the complete dismantling and removal of the rail and posts. The holes will have to be filled during the raising of the grade. New holes will then have to be dug and the rail completely reassembled.

The contractor bid $1.00 per lineal foot for salvage and reinstall guardrail. This rail had already been salvaged and reinstalled but had not received the final required painting. Our contractor has allowed $0.10 credit on the bid price to cover this final painting and offered to do the work for the $0.90 quoted in Price Agreement No. 11. We consider this a favorable price and again recommend your approval.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards

FBK:fp fn

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4-DA

408 State Highway Building
Salem, Oregon

May 16, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Projects I-80N-1(11)14 &
I-80N-2(7)15
Sun Dial-Multnomah Falls Section
Columbia River Highway
Price Agreement No. 11

Dear Sir:

It is noted that the price per lineal foot is $0.90. If the guard rail has to be salvaged (removed) and reinstalled, it would appear that the price is reasonable.

If, however, only readjustment is required, the price appears high. Your comments are requested.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

CONSTRUCTION DIVISION
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Klahar
By Ass't. Construction Engineer
R/D reply

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FORM E-123-X 75M 1-60
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

I-82-1 (11) 14
I 82-2(?)15
5334

A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 11, 1960

Rogers Construction Company
11760 N. E. Glisan Street
Portland 20, Oregon

ATTENTION: Mr. Charles McInroe

Gentlemen:

Receipt is acknowledged of your letter dated May 2, 1960 advising us that, due to the delay in making a decision on the proposed improvements for the State Fish Commission at Wahkeena Lake, located within the limits of the Sundial-Multnomah Falls Section, Contract No. 5334, you are cancelling your offer to do the work. We are sorry for the delay on our part in either accepting or rejecting your offer.

Since the Fish Commission has not informed us of their plan on the matter, we assume that they have decided to do the work by some other method and we therefore acknowledge and accept the cancellation of your bid.

Very truly yours,

W. C. Williams
State Highway Engineer

By T Edwards

Tom Edwards
Construction Engineer

FBK:fp

cc Forrest Cooper
P. M. Stephenson

State Fish Commission
307 State Office Building
1400 S. W. 5th Avenue
Portland 1, Oregon

Portland, Oregon
May [illegible], 1960

Re: Proposed Wahkeena Lake Development
State Fish Commission
Columbia River Highway

Tom Edwards
Construction Engineer
State Highway Department
Salem, Oregon

Attn: [illegible]

I attach hereto a letter from Rogers Construction Company cancelling their bid on the proposed work for the Fish Commission. The quotation for this work was submitted to the Salem office. We later received a copy of the letter to the Fish Commission signed by L. H. Young advising that the prices were too high, and recommending that they contract the work themselves.

A. V. BENEDICT
Assistant Division Engineer

AVB:g
Encl.
cc: Clay Cornett

[illegible]

CONSTRUCTION DIVISION
RECEIVED
MAY 9 1960
NOTED ☒ ☐ ☐ ☐ ☐
CE ACE ACE

W. R. ROGERS
DONALD C. ROGERS

ROGERS CONSTRUCTION CO.
General Road Contractors

[illegible] N E GLISAN STREET
PORTLAND 20 OREGON

May 2, 1960

Mr. A. V. Benedict
Assistant Division Engineer
Oregon State Highway Department
P. O. Box 4699, Sellwood Station
Portland 2, Oregon

Re: Proposed work at Wahkeena Lake

Dear Mr. Benedict:

Inasmuch as no decision has been reached with respect to the above proposed work, and as long as we have not been advised to that effect, we are returning herewith your plans and specifications for same, and our offer of a bid price on this proposed work is hereby cancelled as of this date.

Very truly yours,

ROGERS CONSTRUCTION CO.

RECEIVED
[illegible] 1960
FOR FILING

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

I 92 [illegible]

5334

April 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Reference is made to the Sundial-Multnomah Falls Section of the Columbia River Highway under contract to the Rogers Construction Company, Contract No. 5334.

We have been informed by our field engineer that the new grade between Stations 1218 and 1230 and Stations 1251 and 1257 has settled a maximum of eight inches during the past winter. Investigation is now being made in order to determine the possibilities of small grade changes and a slight saw-toothing of the median area in order to eliminate the necessity of raising this grade with base materials.

You will be kept informed of the results of this investigation.

Very truly yours,

W. C. Williams
State Highway Engineer

By
F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
A. E. Johnson

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
MAR 25 1960
FOR FILING

I 82-1(11)14
I 82-2(7)15
5334

March 24, 1960

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering loose riprap on the Sundial-Multnomah Falls Section of the Columbia River Highway in Multnomah County, Contract No. 5334, in connection with Federal Aid Project Nos. I-80N-1(11)14 and I-80N-2(7)15.

Erosion has cut through existing riprap on sand embankment between Stations 997 and 999. It is necessary to make immediate repairs to hold the fill. An estimated 1,500 cu. yds. of rock will be required to repair and stabilize the area. The embankment and riprap were placed under the grading contract.

This work has been verbally approved by the B.P.R. District and Area Engineers.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBF:bb

Enc.

A

RECEIVED
MAR 5 1960

FOR FILING
I 82-1(11)14
I 82-1(7)15
5334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 4, 1960

SUBJECT: Corbett Station Structure
Sundial-Multnomah Falls Section
Columbia River Highway

To:

Mr. A. E. Johnson
Division Engineer
State Highway Department
Box 4099, Sellwood Station
Portland 2, Oregon

Enclosed find two copies of correspondence from G. H. Baker, Superintendent, Union Pacific Railroad, and Mr. Paxson concerning possible encroachment upon the Union Pacific Railroad property at Corbett Station.

Mr. Paxson has instructed us to comply with Mr. Baker's suggestions concerning our fill slopes.

Please take care of the matter.

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

NOTED
G. S. PAXSON

FBK:fp

Enc.

cc G. S. Paxson ✓

RECEIVED
MAR - 4 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON
1959

FOR FILING

[illegible]
[illegible]
[illegible] 4

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to
08-35.4

408 State Highway Building
Salem, Oregon

December 21, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-80N-2(7)15
Sun Dial-Multnomah Falls Section
Columbia River Highway

Dear Sir:

Reference is made to your letters dated October 6, 1959 and December 17, 1959 with accompanying sketches showing proposed deletions from subject project with proposed inclusion in Project I-80N-2(14)20.

We have previously approved the change proposed in your October 6 letter and now approve that mentioned in your letter of December 17, 1959.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

[illegible]

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
DEC 1[illegible] 1959
FOR FILING

5334

December 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Contract No. 5334
Sundial-Multnomah Falls Section
Columbia River Highway

Dear Sir:

On October 6, sketches were forwarded to you depicting several items of work in the Corbett Station structure area we desired to have removed from the subject paving contract and placed on the Corbett Interchange structure contract to be let at a future date. You approved this request.

We now find that there are two additional areas, shown on the accompanying copies of Sheet 3, where conflict between the paving and structure contract exists. The areas crosshatched in red will be required for use as storage space and working area by the structural contractor. It is anticipated that the paving contractor will have completed the paving on this section by early summer but that the structural contractor will not be finished until next fall.

In order that we do not require the paving contractor to wait several months before he can complete his job, we request that we be allowed to delete the paving on the shaded areas from the paving contract and add them to the structural contract.

Very truly yours,

W. C. Williams
State Highway Engineer

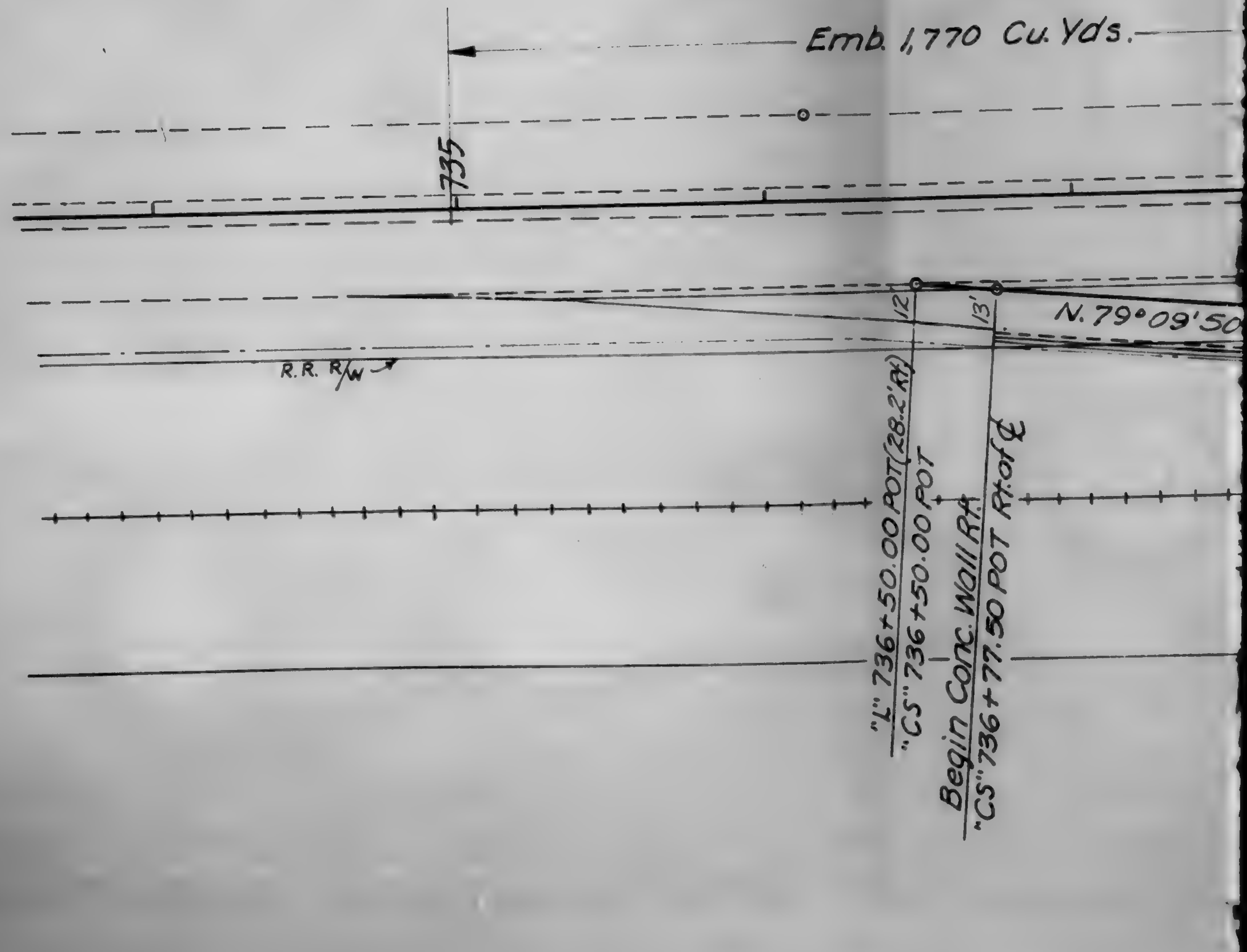
By

Forrest Cooper
Deputy State Highway Engineer

Encl.

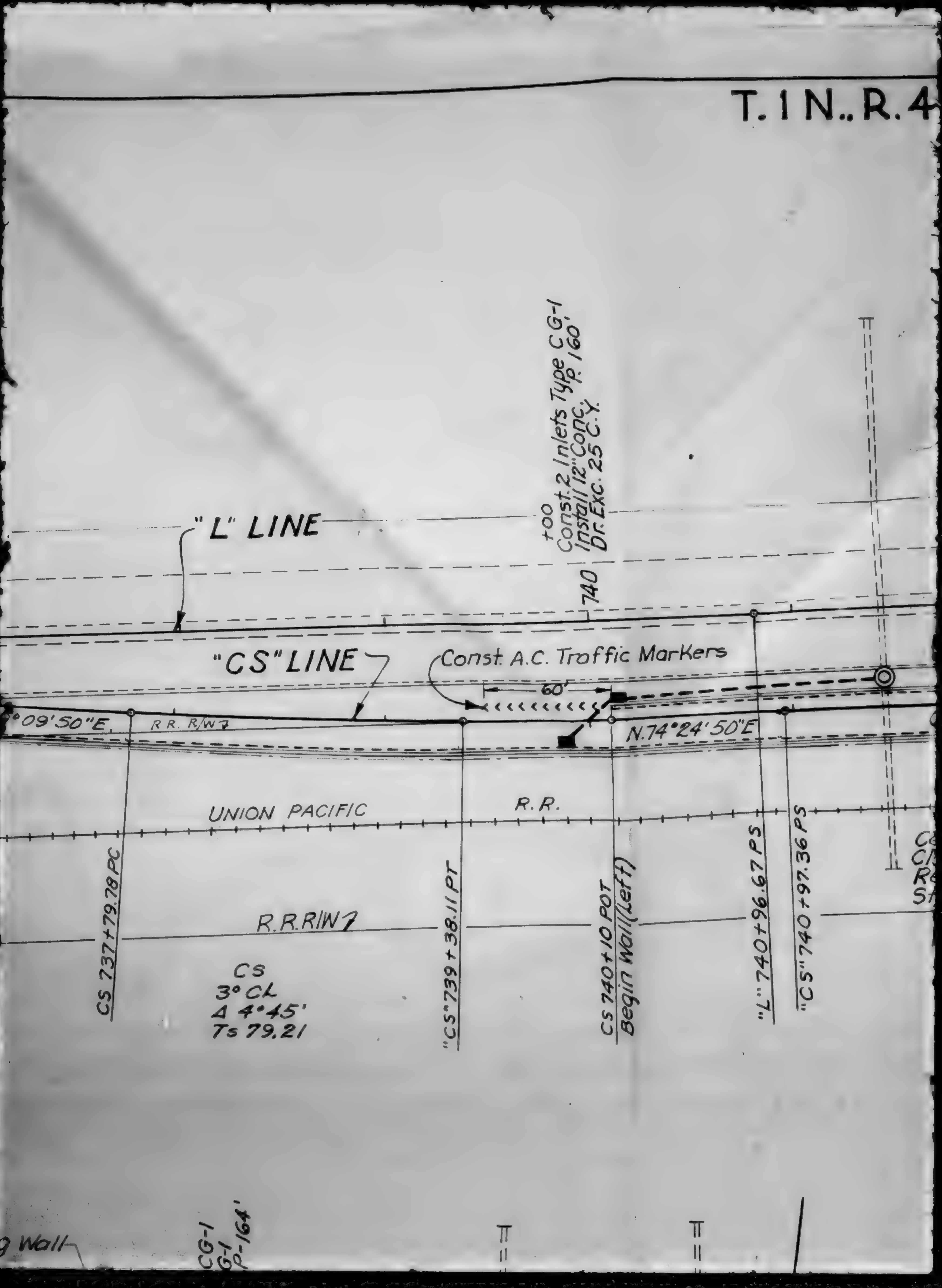
cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter
Mr. Ivan D. Merchant
Mr. A. E. Johnson

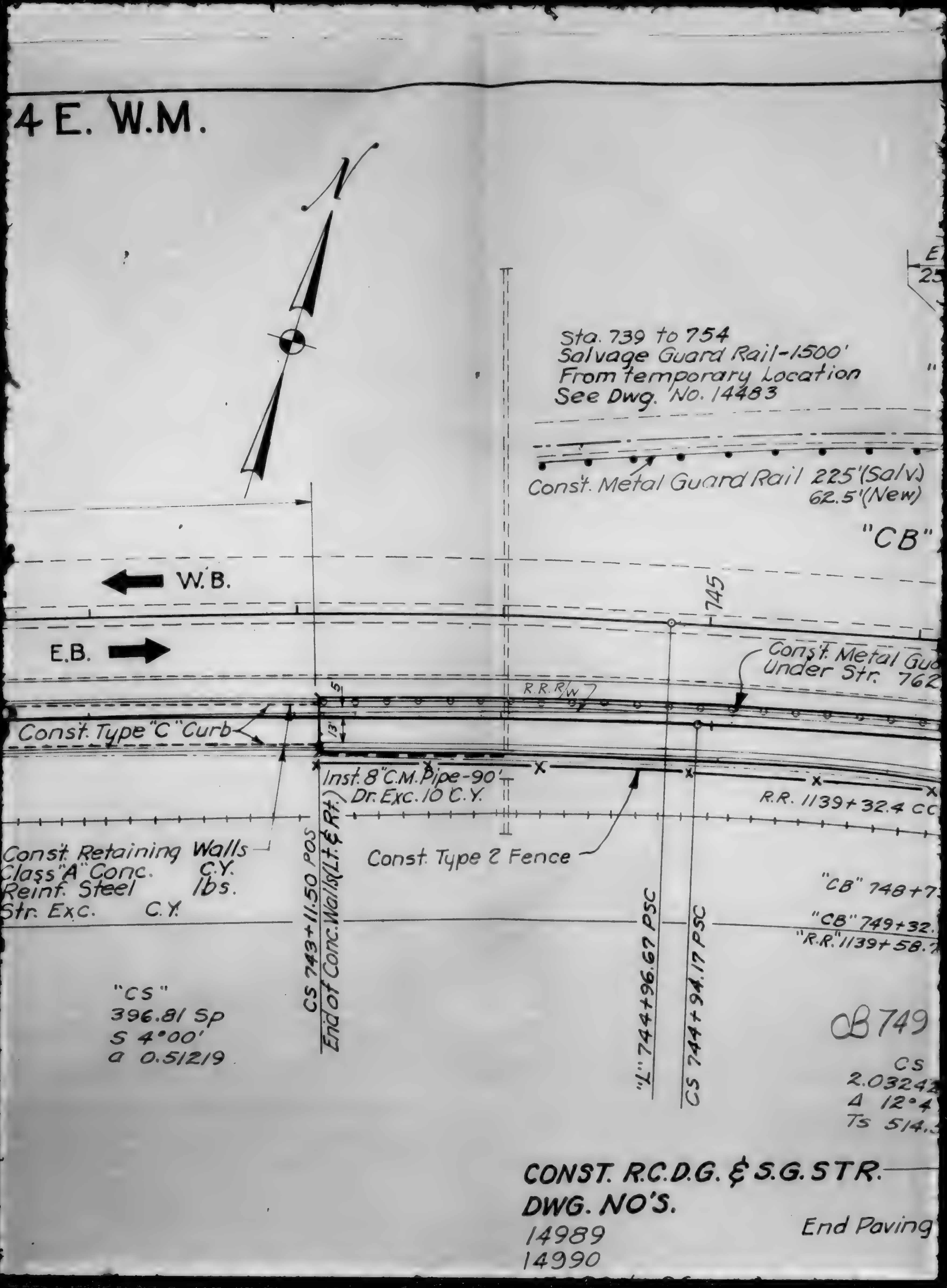
FBK:fp fn


Emb. 1,770 Cu. Yds.
735
N. 79° 09' 50
R.R. R/W
12'
13'
"L" 736+50.00 POT (28.2' Rt.)
"CS" 736+50.00 POT
Begin Conc. Wall Rt.
"CS" 736+77.50 POT Rt. of ℄
750

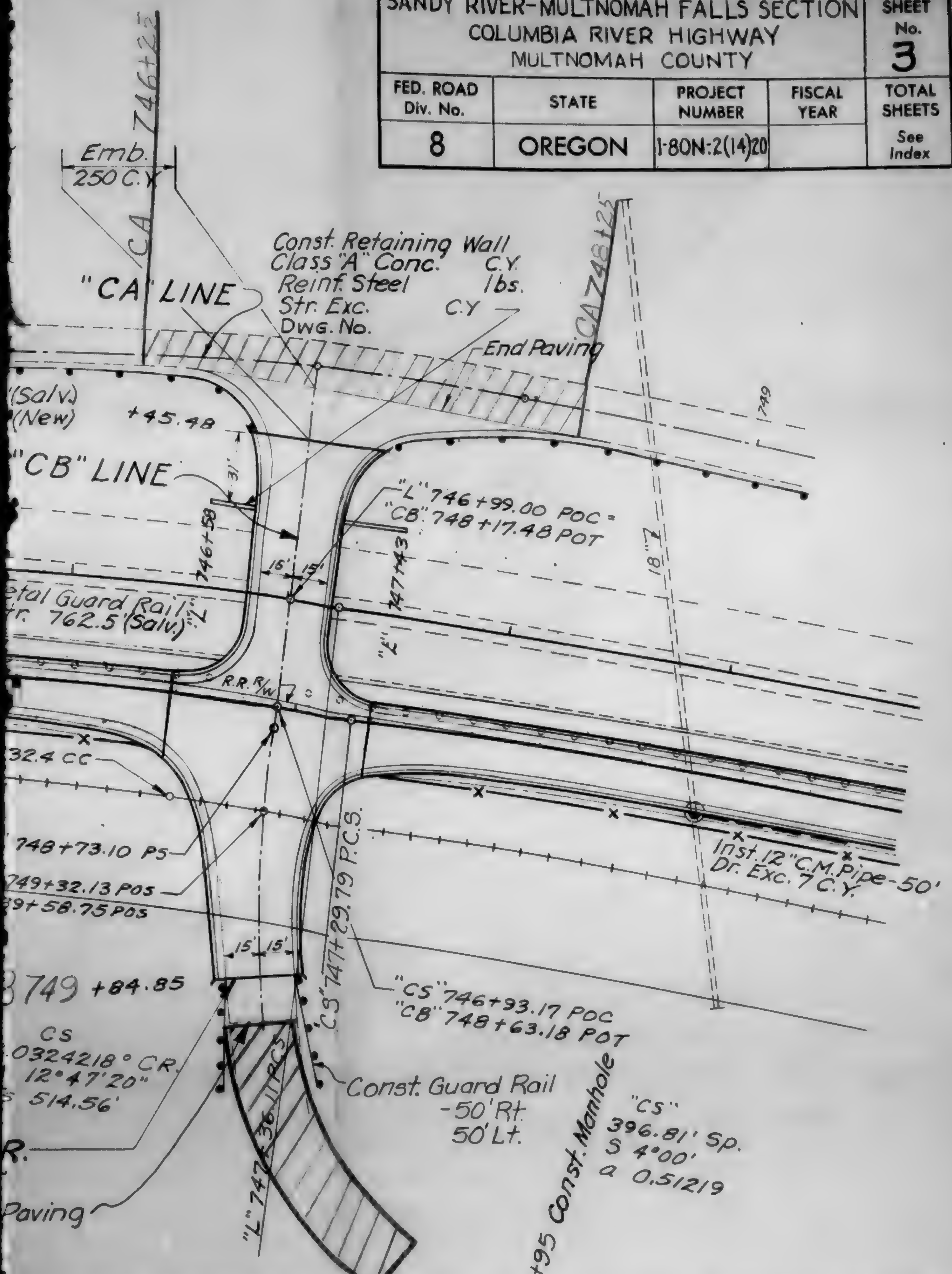
Const. Conc. Retaining Wall-

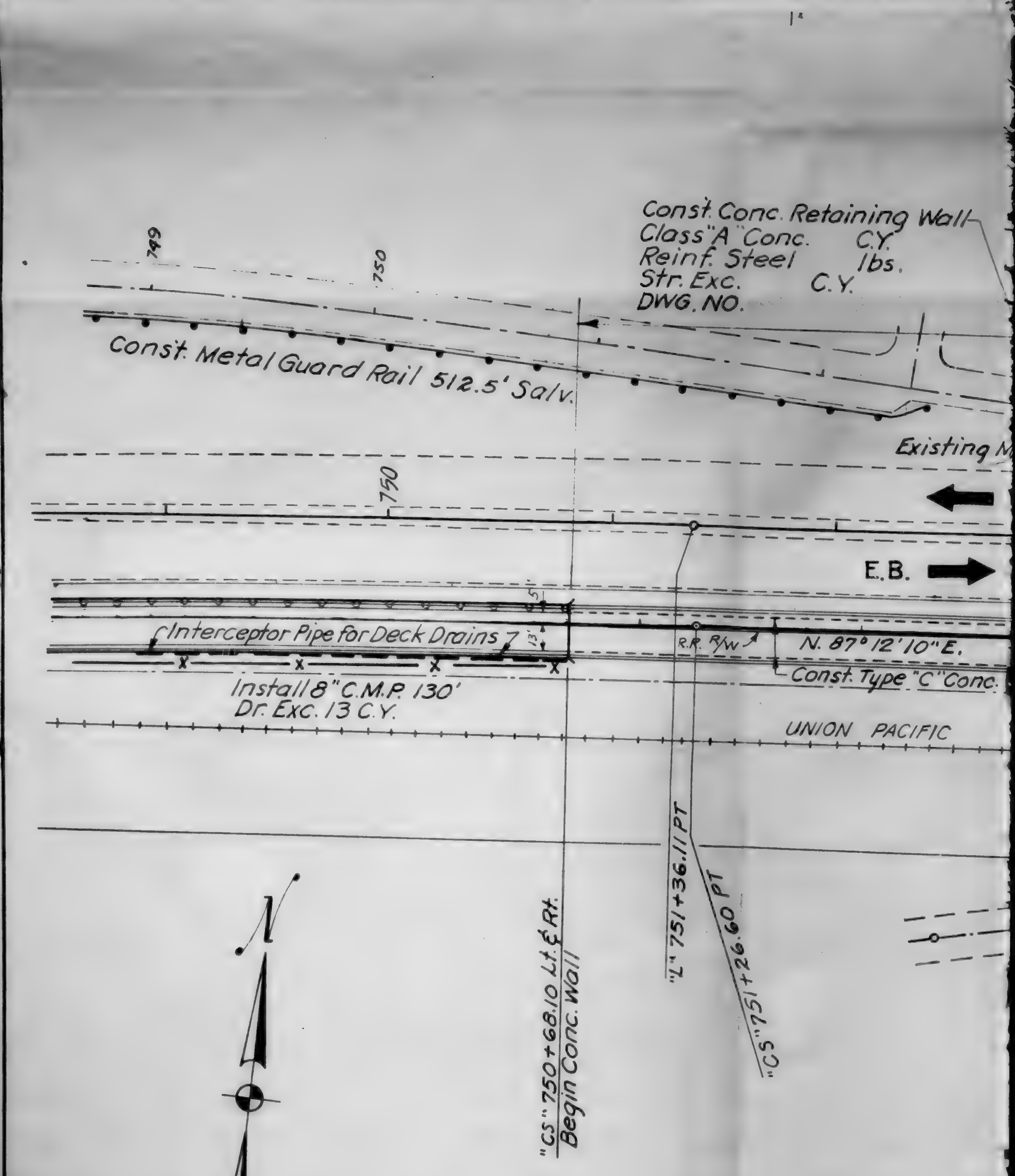
Class "A" Conc.	C.Y.
Reinf. Steel	lbs.
Str. Exc.	C.Y.

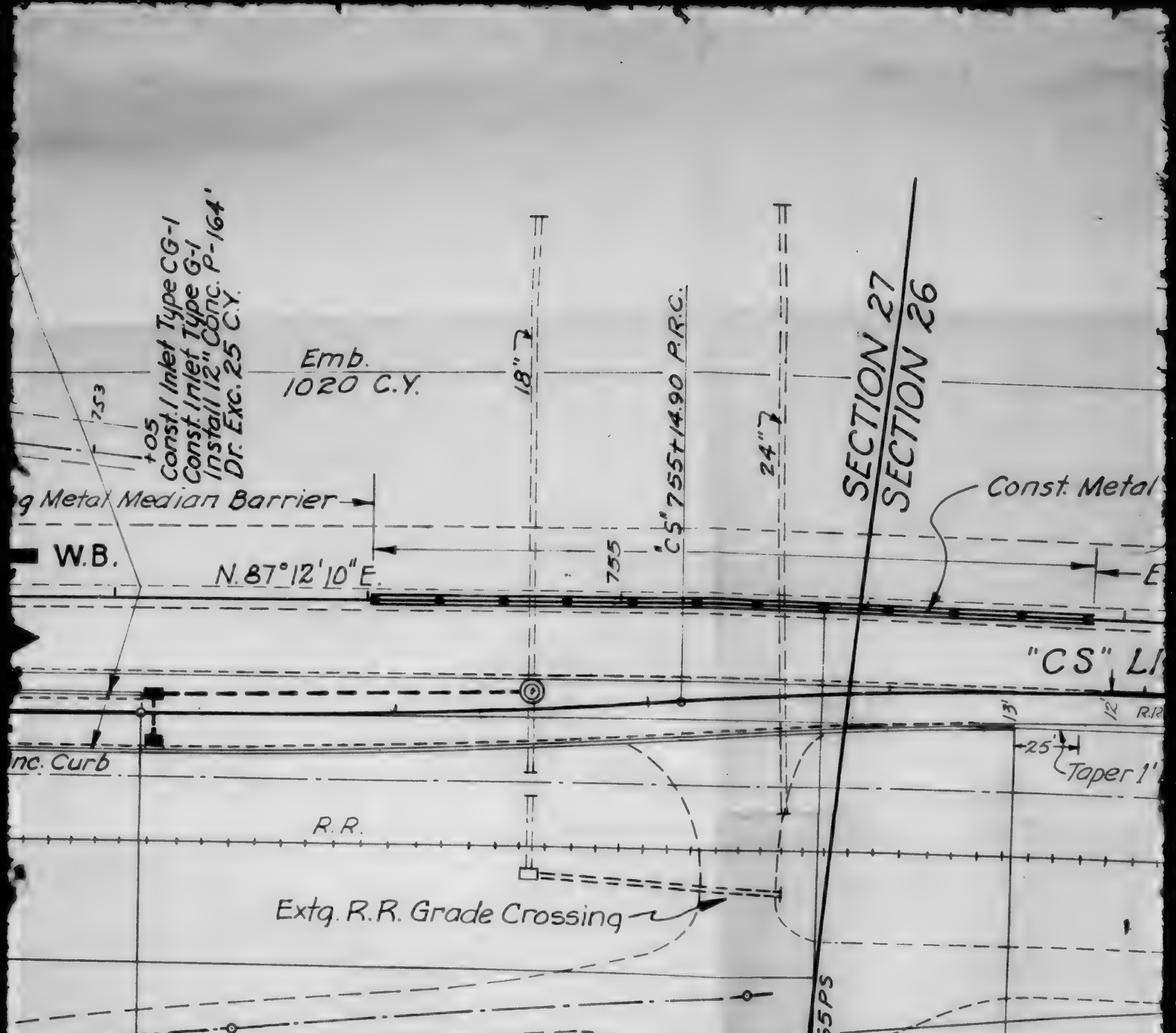

T. 1 N.. R. 4
+00
Const. 2 Inlets Type CG-1 P. 160'
Install 12" Conc.
Dr. Exc. 25 C.Y.
740
"L" LINE
"CS" LINE
Const. A.C. Traffic Markers
60'
°09'50"E.
R.R. R/W
N.74°24'50"E
UNION PACIFIC
R.R.
CS 737+79.78 PC
"CS" 739+38.11 PT
CS 740+10 POT
Begin Wall (Left)
"L" 740+96.67 PS
"CS" 740+97.36 PS
R.R. R/W
CS
3° CL
Δ 4°45'
Ts 79.21
g Wall
CG-1
G-1
P-164'
Co
Cl
Re
St

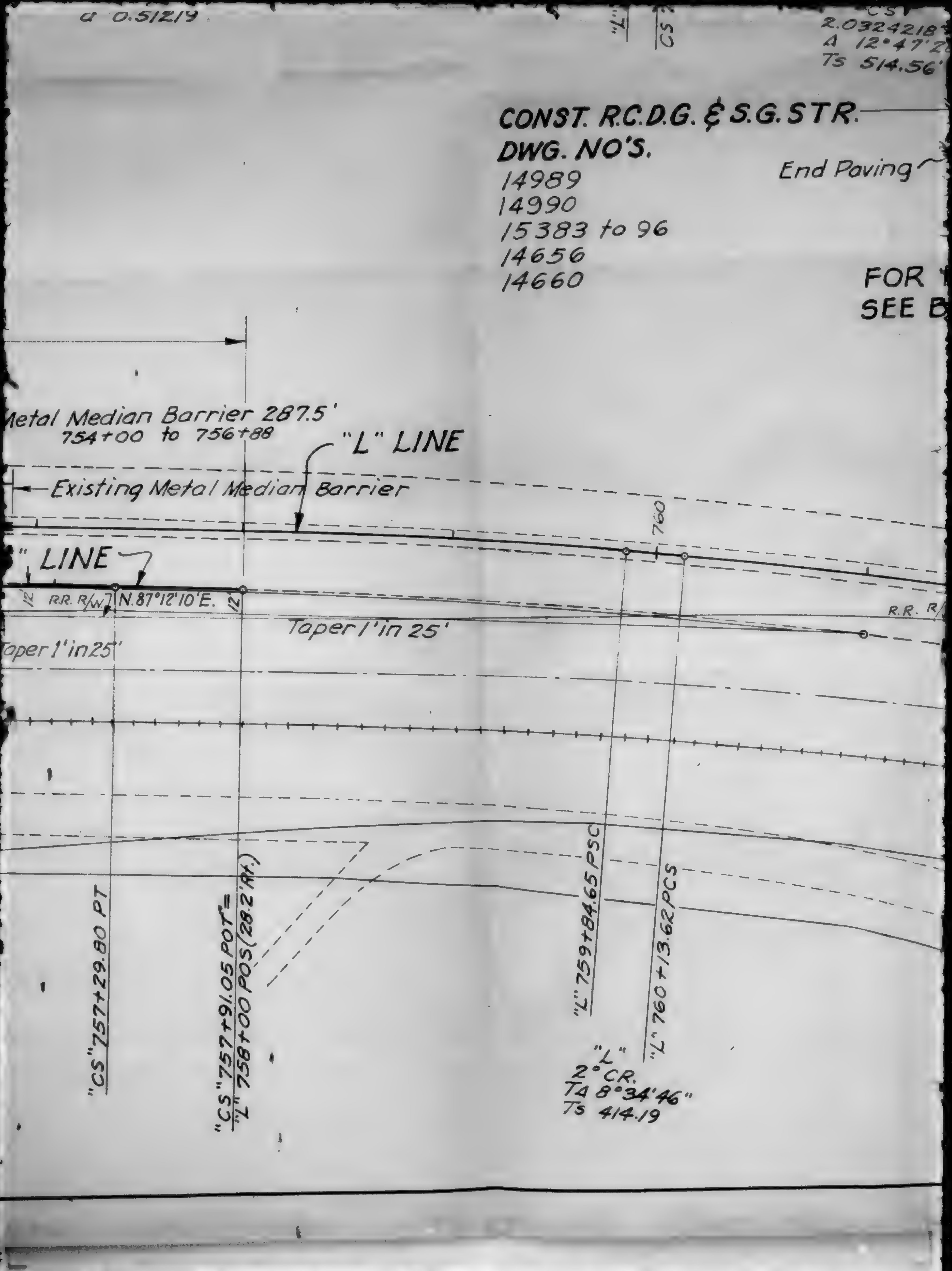

4 E. W.M.
N
Sta. 739 to 754
Salvage Guard Rail-1500'
From temporary Location
See Dwg. No. 14483
Const. Metal Guard Rail 225'(Salv.)
62.5'(New)
"CB"
W.B.
E.B.
745
Const. Metal Gu
Under Str. 762
R.R. R/W
5'
13'
Const. Type "C" Curb
Inst. 8" C.M. Pipe-90'
Dr. Exc. 10 C.Y.
R.R. 1139+32.4 CC
Const. Retaining Walls
Class "A" Conc. C.Y.
Reinf. Steel lbs.
Str. Exc. C.Y.
Const. Type 2 Fence
CS 743+11.50 POS
End of Conc. Walls (Lt. & Rt.)
"L" 744+96.67 PSC
CS 744+94.17 PSC
"CB" 748+7
"CB" 749+32.
"R.R." 1139+58.7
"CS"
396.81 Sp
S 4°00'
a 0.51219
CB 749
CS
2.03242
Δ 12°4
Ts 514.
CONST. R.C.D.G. & S.G. STR.
DWG. NO'S.
14989
14990
End Paving
E
25

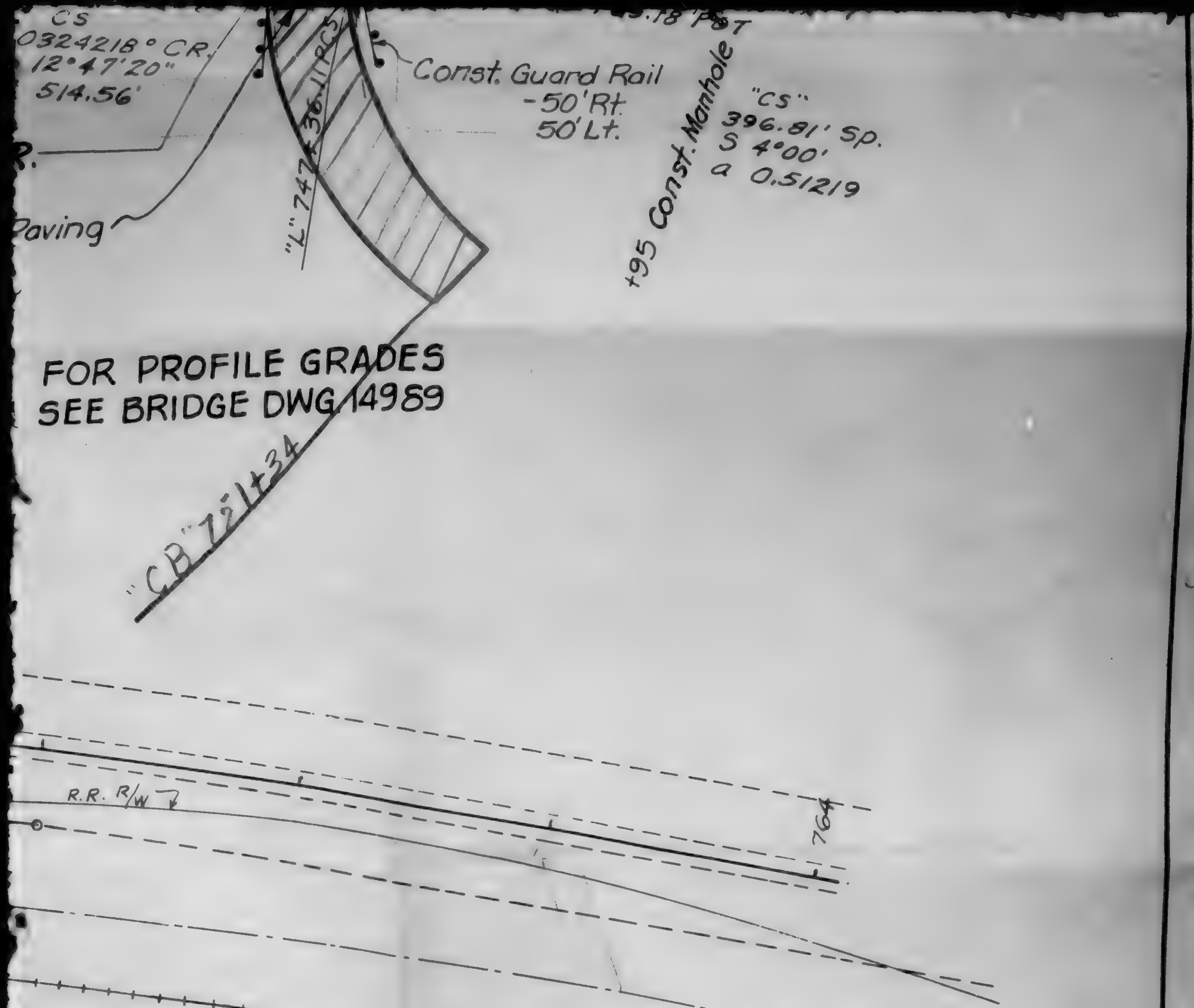
SANDY RIVER-MULTNOMAH FALLS SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(14)20		See Index


CA 746+25
Emb. 250 C.Y.
"CA" LINE
Const. Retaining Wall
Class "A" Conc. C.Y.
Reinf. Steel lbs.
Str. Exc. C.Y.
Dwg. No.
CA 748+25
End Paving
749
(Salv.)
(New)
+45.48
"CB" LINE
31'
"L" 746+99.00 POC =
"CB" 748+17.48 POT
746+58
15' 15'
747+43
18" I
etal Guard Rail
tr. 762.5' (Salv.)
"L"
"E"
R.R. R/W
32.4 CC
748+73.10 PS
749+32.13 POS
9+58.75 POS
"CS" 747+29.79 P.C.S.
Inst. 12" C.M. Pipe-50'
Dr. Exc. 7 C.Y.
15' 15'
3 749 +84.85
"CS" 746+93.17 POC
"CB" 748+63.18 POT
CS
.0324218° CR.
12°47'20"
514.56'
R.
Paving
"L" 747+36.11 P.C.S.
Const. Guard Rail
-50' Rt.
50' Lt.
+95 Const. Manhole
"CS"
396.81' Sp.
S 4°00'
a 0.51219


Const. Conc. Retaining Wall
Class "A" Conc. C.Y.
Reinf. Steel lbs.
Str. Exc. C.Y.
DWG. NO.
749
750
Const. Metal Guard Rail 512.5' Salv.
Existing M
750
E.B.
5'
Interceptor Pipe for Deck Drains
13'
R.R. R/W
N. 87° 12' 10" E.
Const. Type "C" Conc.
Install 8" C.M.P. 130'
Dr. Exc. 13 C.Y.
UNION PACIFIC
"CS" 750+68.10 Lt. ℄ Rt.
Begin Conc. Wall
"L" 751+36.11 PT
"CS" 751+26.60 PT
N


+05
Const. I Inlet Type CG-1
Const. Inlet Type G-1
Install 12" Conc. P-164'
Dr. Exc. 25 C.Y.
753
Emb.
1020 C.Y.
18"
"CS" 755+14.90 P.R.C.
24"
SECTION 27
SECTION 26
g Metal Median Barrier
Const. Metal
W.B.
N.87°12'10"E.
755
"CS" Li
12'
R.R
13'
25'
Taper 1'
nc. Curb
R.R.
Extg. R.R. Grade Crossing
"L" 755+84.65PS
"CS" 753+00PC
End of Wall Lt.
"CS"
1-2°CL
Δ 4°17'27"
L 214.90
"CS" 756+50
End of Wall Rt.
"CS"
1-2°CR.
Δ 4°17'27"
L 214.90


a 0.51219
"L"
CS
"CS"
2.0324218
Δ 12°47'2
Ts 514.56'
CONST. R.C.D.G. & S.G. STR.
DWG. NO'S.
14989
14990
15383 to 96
14656
14660
End Paving
FOR
SEE B
Metal Median Barrier 287.5'
754+00 to 756+88
"L" LINE
Existing Metal Median Barrier
760
" LINE
12'
R.R. R/W.
N.87°12'10"E.
12'
R.R. R/
Taper 1' in 25'
Taper 1' in 25'
"CS" 757+29.80 PT
"CS" 757+91.05 POT=
"L" 758+00 POS (28.2' Rt.)
"L" 759+84.65 PSC
"L" 760+13.62 PCS
"L"
2° CR.
TΔ 8°34'46"
Ts 414.19


CS
0324218° CR.
12°47'20"
514.56'
R.
Paving
"L" 747+36.11 PCS
.18 PST
Const. Guard Rail
-50'Rt.
50'Lt.
+95 Const. Manhole
"CS"
396.81' Sp.
S 4°00'
a 0.51219
"CB" 751+34
R.R. R/W
764

FOR PROFILE GRADES
SEE BRIDGE DWG 14989

FORM E-123-X 50M 6-30

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
NOV 20 1959
FOR FILING
I-82-21114
I-82-217115
5334

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

Nov. 19, 1959

Mr. G. H. Baker, Supt.
Union Pacific Railroad Co.
2525 N. Larrabee Avenue
Portland 17, Oregon

Re: Our File No. 30621
Your Ref. File D 9079-32-6
Extension of Agreement Regarding Removal of Rock

Dear Mr. Baker:

Herewith I hand you duplicate counterparts of supplemental agreement extending the original for a period of one year, covering the removal of materials from the railroad's right of way near the Commission's Corbett Quarry on the Columbia River Highway, in Multnomah County. Both copies of the instrument were executed by the Highway Commission and it is dated November 14, 1959.

It is understood that after execution by the company a completed copy will be returned to this office. It is requested that this be addressed to my attention.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: G. S. Paxson
Tom Edwards
A. G. Skelton

RECEIVED
NOV 19 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

RECEIVED
NOV 19 1959
FOR FILING

J. 82-1(11)14
J-82-2(7)15
5334

A

Salem, Oregon
November 18, 1959

File No. 30621
Extension of Agreement Regarding
Removal of Rock

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached for further handling are two copies of an agreement with Oregon Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, relative to removal of rock from railroad right of way at Corbett on the Columbia River Highway in Multnomah County. These copies have been signed by the Highway Commission and are now ready for the signatures of the Officials of the Railroad Company.

When fully signed please return one copy to this office for the Commission's files.

Secretary

rn
Attach: 2

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
Nov. 12, 1959

SUBJECT: File No. 30621
Extension of Agreement Regarding
Removal of Rock

To: Mr. Floyd Query, Secretary
State Highway Commission
Office

Herewith I hand you original and duplicate copy of agreement with Oregon Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, relative to removal of rock from railroad right of way at Corbett on the Columbia River Highway, in Multnomah County.

This was sent to Mr. Paxson's attention by Mr. G. H. Baker, Supt., with the request that, if possible, the instrument be executed and dated before November 15, 1959. This does not seem possible, but possibly the date of execution may be shown as November 14, 1959, even though execution has not been completed by the Commission by that time.

The matter is covered by railroad company agreement No. 505, dated November 15, 1958, which is returned to you herewith.

After execution by the Highway Commission, please return both copies to me for further handling, referring to the above file number.

J. W. DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

[illegible]
DATE See above
Floyd Query
Secretary

RECEIVED
1959
FOR FILING
I-82-1 (7)14
I 82-2 (7)15
5334

When replying, refer to
06-35.2

408 State Highway Bldg.
Salem, Oregon

November 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: D. B. Parkes, Office Engineer

I-80N-2(7)15
Re: Oregon Projects I-80N-2(5)22

Dear Sir:

The approved plan for the Dalton Point Access indicates the road connecting to Dalton Point will be improved to a 24' width for approximately 300 feet beyond the nose point of the small triangular island.

The Price Agreement for the Dalton Point work does not indicate how far you intend to extend the pavement. The use of Interstate funds will be limited to a point where the 100 foot radius becomes tangent to the access roadway. This will be approximately 50' beyond the triangular island nose or about 175' from the center line of the through roadway. Any improvement beyond that point will have to utilize other than Federal Aid Interstate funds.

We are approving the attached Extra Work Order on Project I-80N-2(5)22, Contract No. 5183, and the attached Price Agreement on Project I-80N-2(7)15, Contract No. 5334, subject to the above stated limitation on participation of Federal Aid funds.

Very truly yours,

C. G. Polk
Division Engineer

Encls.

orig
B. [illegible] tin

RECEIVED
NOV 9 1959
FOR FILING

5334

Salem, Oregon
November 9, 1959

Mr. J. W. DeSouza

Extension of agreement with
Union Pacific, removal of
rock at Corbett Station quarry

Herewith a supplemental agreement extending our agreement of November 15, 1958, for another year. This agreement covered the removal of rock adjacent to the railroad tracks at the Corbett Station quarry.

If this meets with your approval, please endorse and send to Mr. Query for presentation to the Highway Commission.

You will note that they suggest the effective date be listed as November 15 or earlier. I presume we can do this even though the Commission might not complete their signatures by that time.

GSP:gm
Attach.

G. S. Paxson

cc Mr. W. C. Williams

RECEIVED
NOV - 6 1959
FOR FILING

J-82-11-14
[illegible]-11-5
5334

A

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 3, 1959

SUBJECT: Dalton Point Access
Sundial-Multnomah Falls Section
Columbia River Highway
5334

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Here is Price Agreement No. 10 in the amount of $8,827.26 covering the surfacing, paving and installation of guard rail necessary for the construction of this access. The Price Agreement was executed at bid prices listed under the contract with the Rogers Construction Company last May. Bureau of Public Roads approval of this access was not received until November 2.

About a month ago, Rogers wrote this office stating that he could no longer honor Price Agreement No. 10, as such a long time had passed since its inception. Consequently, all copies of the Price Agreement were destroyed and the original was filed for future reference. Rogers was again contacted with reference to this matter yesterday. He states that he will now honor this Price Agreement and we have therefore made the photostatic copies enclosed.

This work has been approved by Mr. Schwiesow and Mr. Polk of the Bureau of Public Roads.

We are also in the process of working up an Extra Work Order to cover the necessary clearing and grading under the Rooster Rock-Multnomah Falls Grading Project also in progress in this area.

Tom Edwards
Construction Engineer

By
F B Klaboe
F. B. Klaboe
Field Construction Engineer

RECEIVED
NOV - 6 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FBK:fp
Enc.

RECEIVED
OCT 20 1959
FOR FILING

I-82-1 (11) 14
I-82-2 (7) 15
5334

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1959

SUBJECT: Sundial-Multnomah Falls
Columbia River Highway
Contract No. 5334

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

My approval of this order subject to reimbursement by B.P.R.
Cooper.

I am submitting herewith State Force Order for the moving and protection of the Union Pacific signal and communication lines along with protective planking necessary for the carrying out of Price Agreement No. 10 which covers the widening in the rock material for the railroad line change. This Price ← SFO #10 Agreement is written to accommodate both the move to be made on the paving project and also to accommodate the move necessary on the structural contract for the Corbett Interchange structure.

The Bureau is quite insistent that this be done under one order and that the lines be reestablished in their ultimate position under this order. This work has been programmed with the Bureau of Public Roads by Mr. Jack Nash and I understand that they will reimburse us for the work shown on the order.

It thought advisable, the proportional cost to each project can be segregated and charged to each project.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

This work is to be done with
U.P. forces
ETP.

Orig returned
with Work Order
to Porter

A

RECEIVED
OCT 15 1959
FOR FILING
[illegible]
I-80N-2(7)15
533✓

October 14, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing three copies of agreement with the Union Pacific Railroad Company covering the excavation of rock material in the vicinity of the Corbett Interchange between railroad stations 1135 and 1142. Section 2, paragraph (c) of the agreement, also covers protection of the railroad facilities during the performance of the excavation work.

The excavation work is being performed under Price Agreement No. 8, Contract 5334, Project I-80N-2(7)15, approved by your department March 23, 1959. Justification of the work was given in the State's letters of December 17, 1958 and February 13, 1959 and Chief Counsel Leonard Lindas' letter of February 10, 1959.

Three copies of an estimate covering the estimated cost of protection of the railroad facilities are likewise enclosed.

As mentioned in the program change Form PR 9, dated October 1, 1959, for Project I-80N-2(7)15, the signal and communication line protection will likewise serve the construction of the Corbett U'xing Structure, Project I-80N-2(14)20, located in the same area and to be placed under contract in the near future.

If the enclosed documents are satisfactory we will appreciate your approval for the railroad company to begin the necessary protection work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

JWN:jb
Enc.

RECEIVED
OCT 11 1959
FOR FILING

F - 1(1)14
T 8 - 1(7)15
5334

October 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Sundial-Multnomah Falls Section
Columbia River Highway
Contract No. 5334

Dear Sir:

Included in the subject contract are various items or portions of items, the performance of which is dependent upon the Corbett interchange structure. No contract for this structure has been awarded to date and the subject paving contract will be completed prior to the completion of the structural contract.

Enclosed are two sets of sketches showing in color the work that we propose to delete from the subject contract and place upon the structural contract to be let in the near future.

This matter has been discussed with members of your staff and verbal approval was indicated.

Your approval of the plan outlined and shown on the enclosed sketches is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

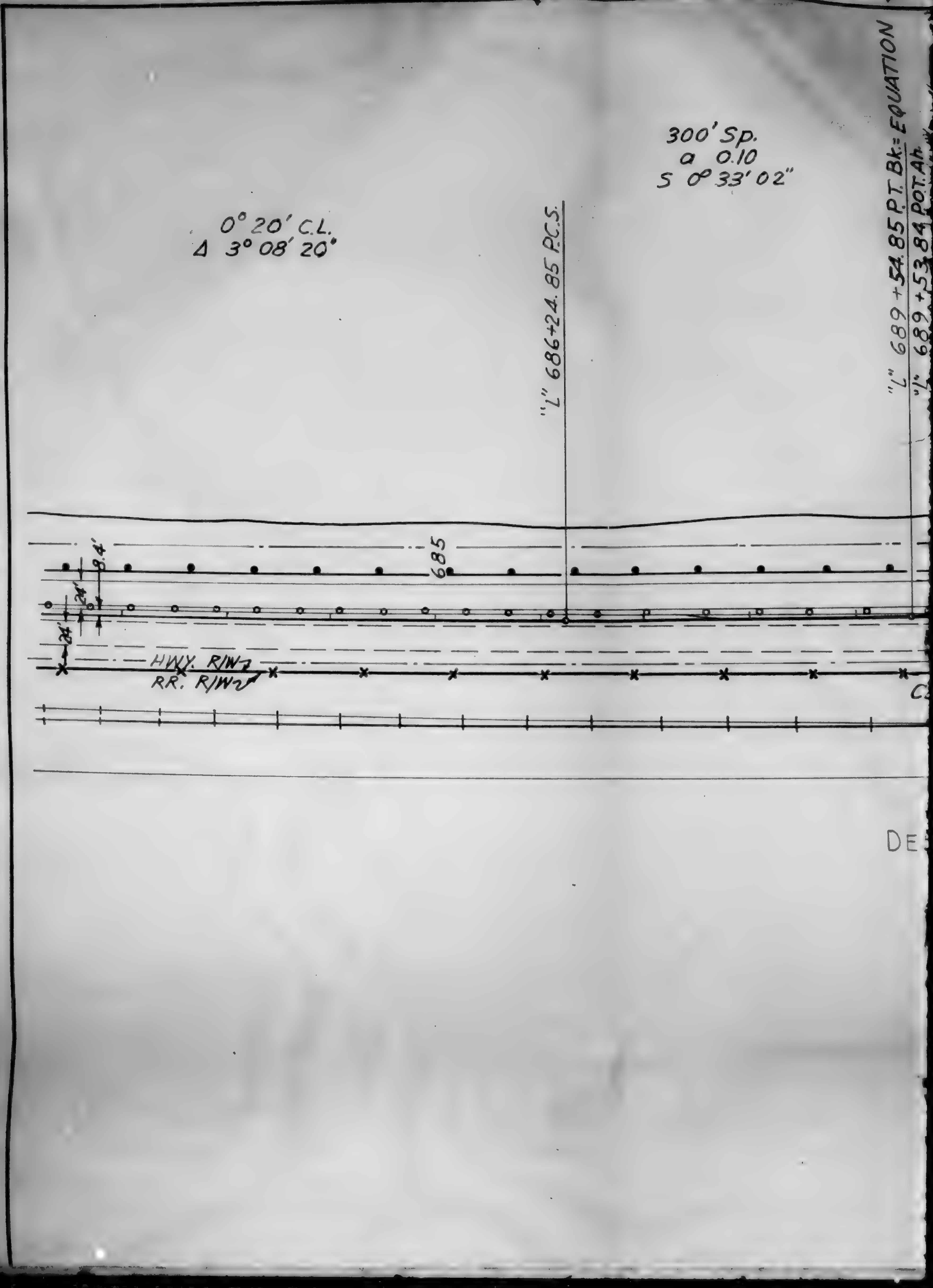
By

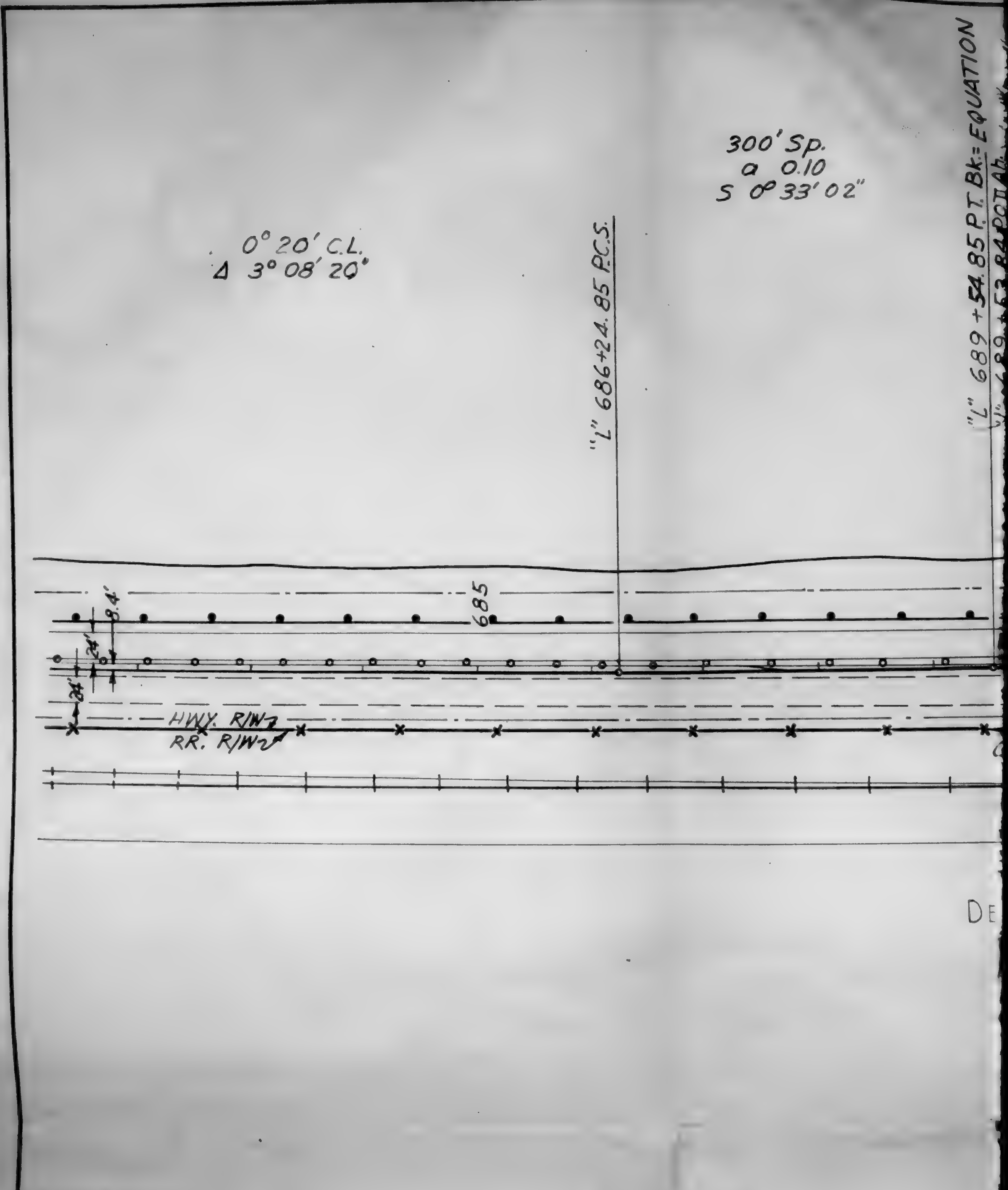
P. M. Stephenson
Assistant State Highway Engineer

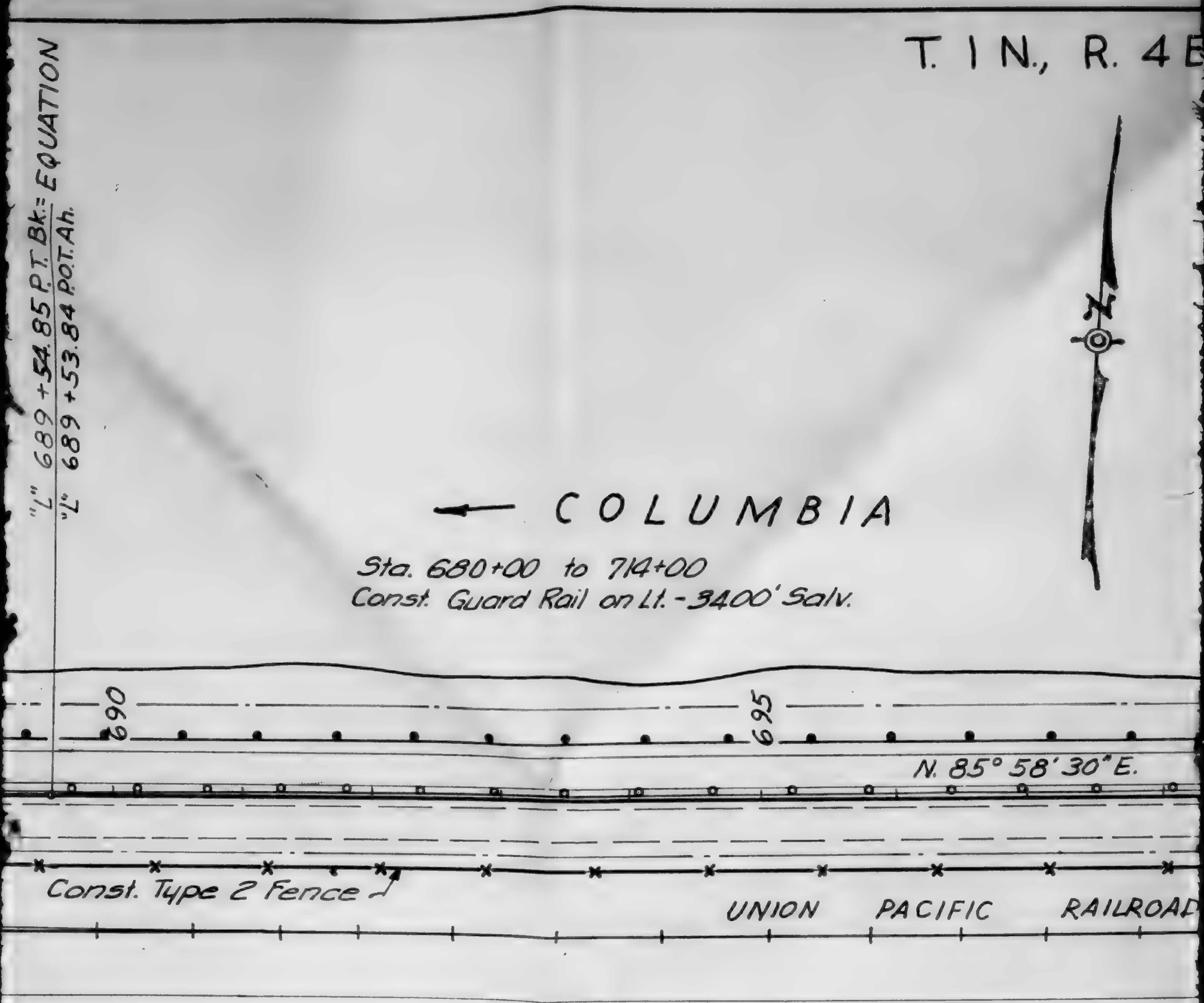
Enclosure

cc Mr. Forrest Cooper
Mr. Tom Edwards

FBK:fp er

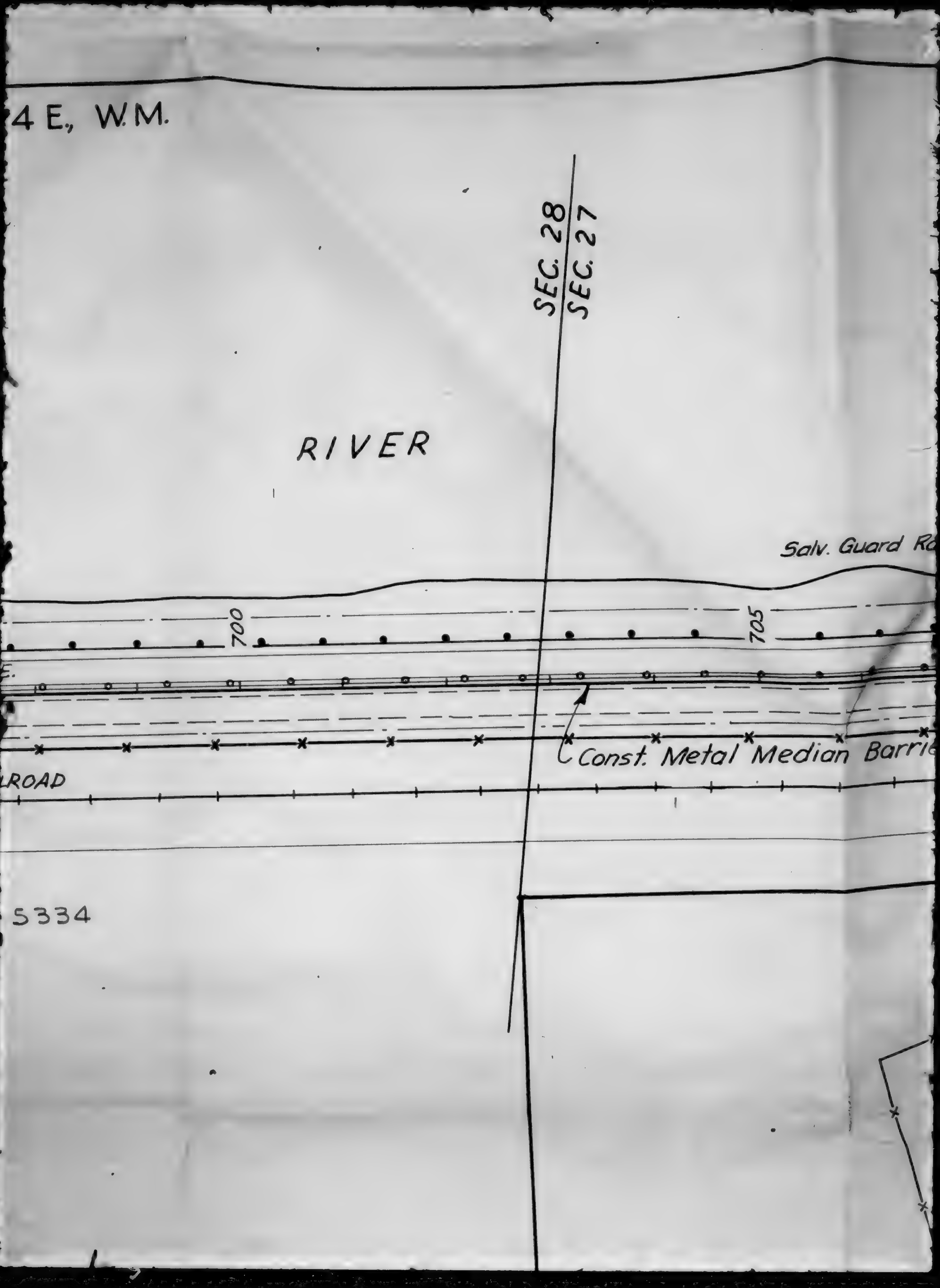

0° 20' C.L.
Δ 3° 08' 20"
300' Sp.
a 0.10
S 0° 33' 02"
"L" 686+24.85 P.C.S.
"L" 689+54.85 P.T. Bk. = EQUATION
"L" 689+53.84 P.O.T. Ah.
685
8.4'
24'
24'
HWY. R/W
RR. R/W
C
DE


300' Sp.
a 0.10
S 0° 33' 02"
0° 20' C.L.
Δ 3° 08' 20"
"L" 686+24.85 P.C.S.
"L" 689+54.85 P.T. Bk.= EQUATION
685
8.4'
24'
24'
HWY. R/W
RR. R/W
DE


T. 1 N., R. 4 E
"L" 689+54.85 P.T. Bk.= EQUATION
"L" 689+53.84 P.O.T. Ah.
N
COLUMBIA
Sta. 680+00 to 714+00
Const. Guard Rail on Lt. -3400' Salv.
690
695
N. 85° 58' 30" E.
Const. Type 2 Fence
UNION PACIFIC RAILROAD

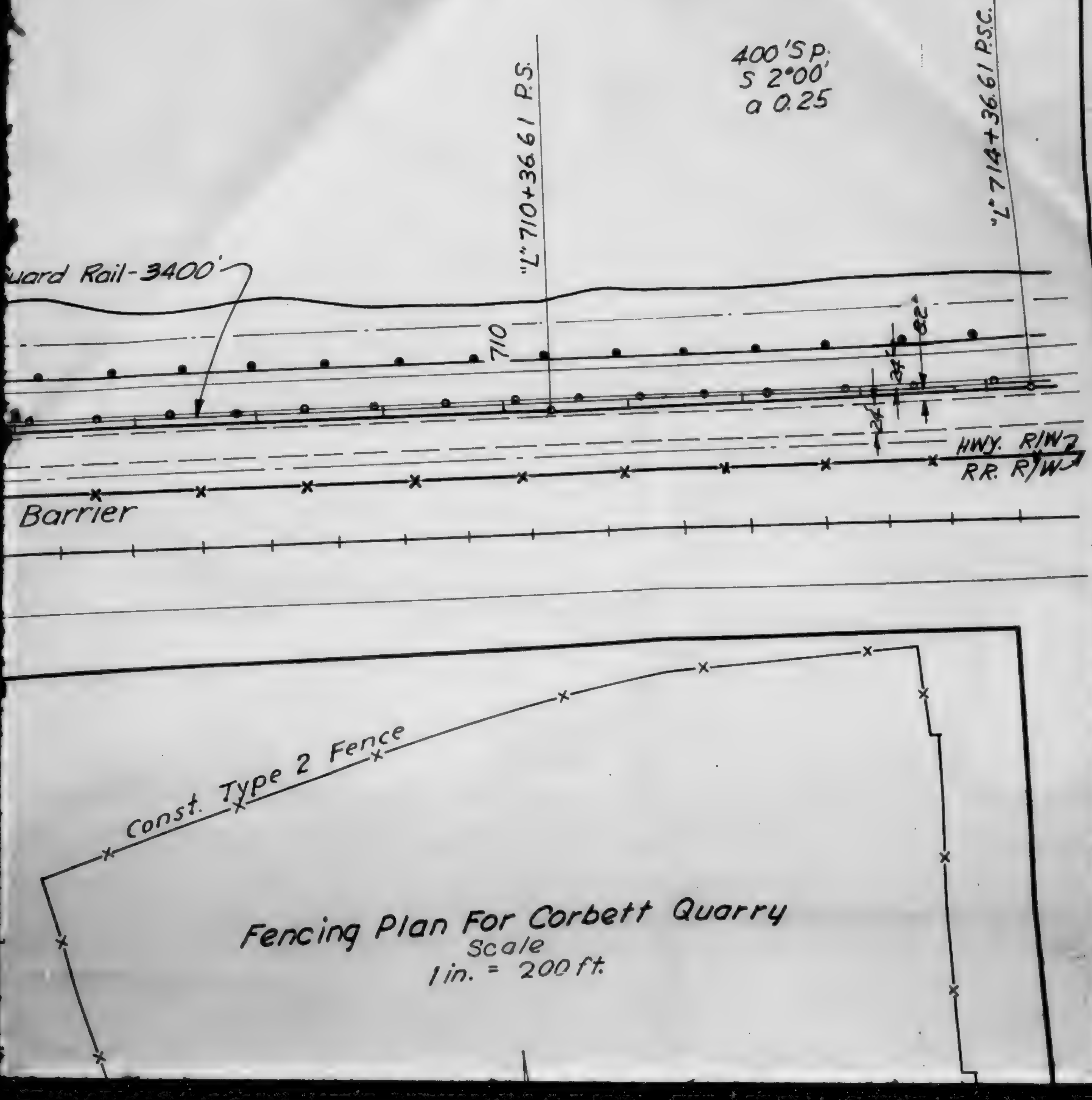
DELETIONS - SUNDIAL MULTNOMAH FALLS PAVING CONTRACT . NO. 533

- ▨ Asph. Conc. Pavement
- ▨ Oil Mat Surfacing, Type O-II Mod.
- ▨ Conc. Curbs & Surfacing
- ▨ Drainage Facilities, Guard Rail & Median Barrier
- ▨ Earthwork (Embankment)
- — All Items Underscored


4 E., W.M.
SEC. 28
SEC. 27
RIVER
Salv. Guard Ra
700
705
Const. Metal Median Barrie
ROAD
5334

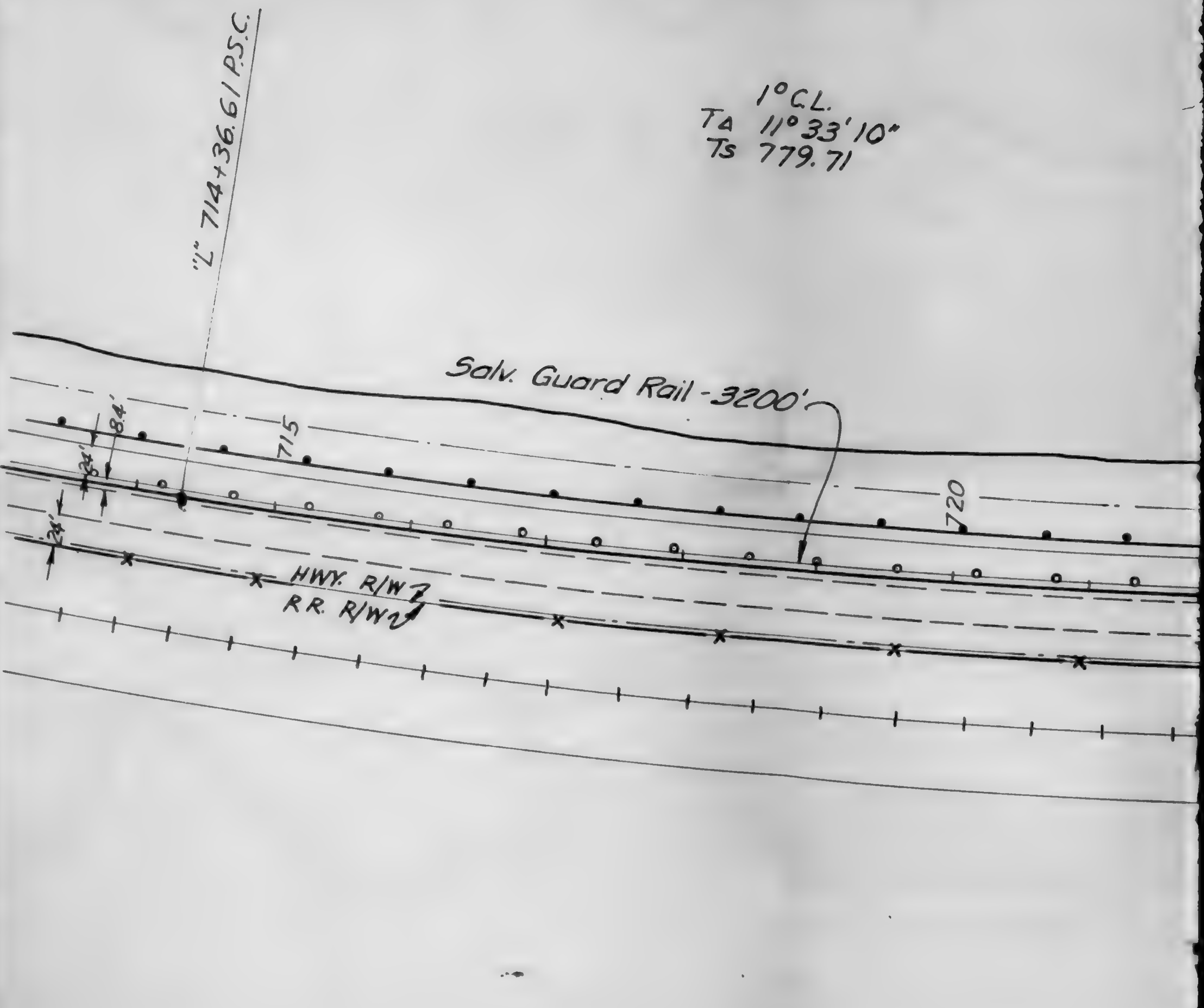
SUNDIAL- MULTNOMAH FALLS SEC. COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No. 8
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-82-2(7)15		See Index

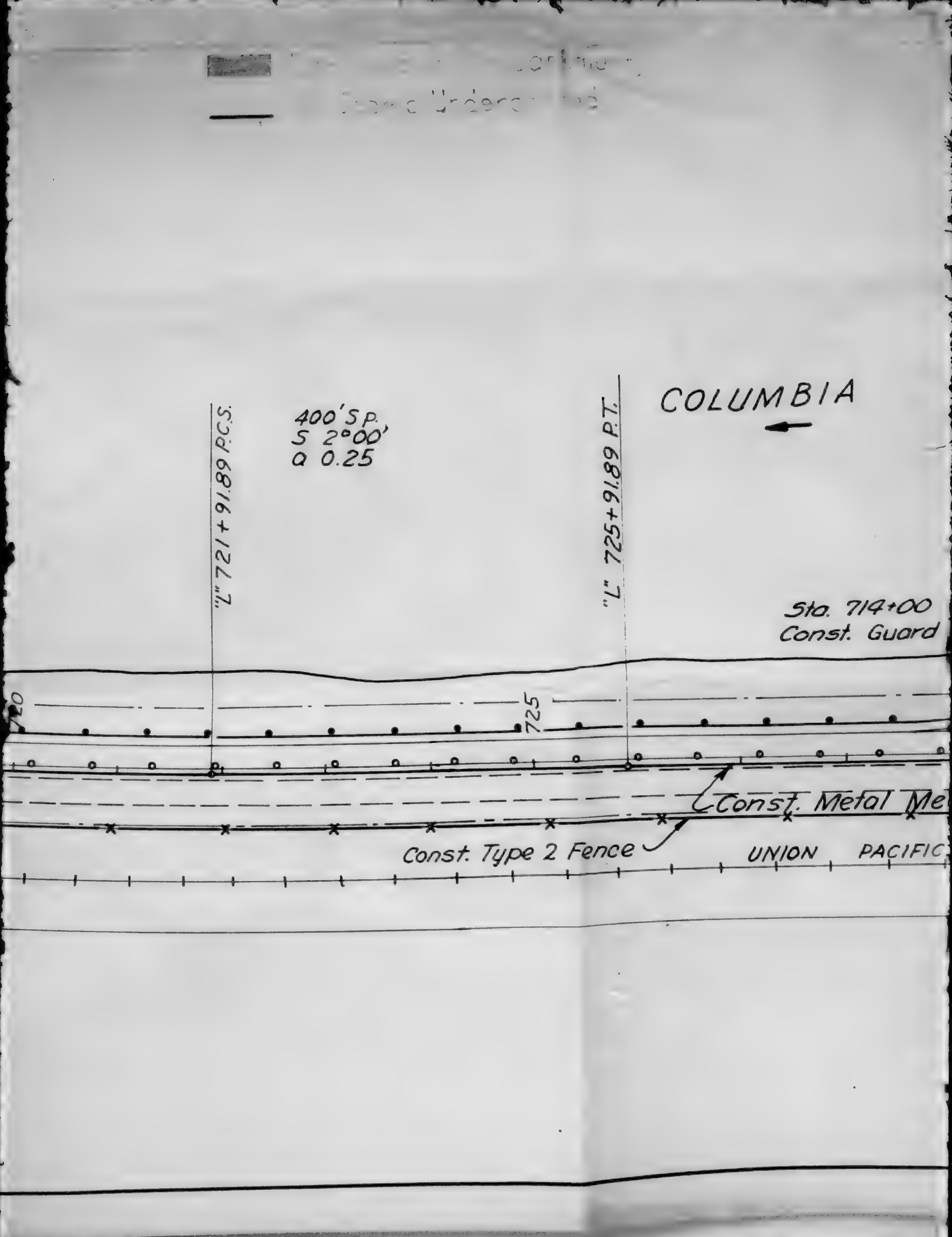
Revised 8-14-58, Control of Access Line.

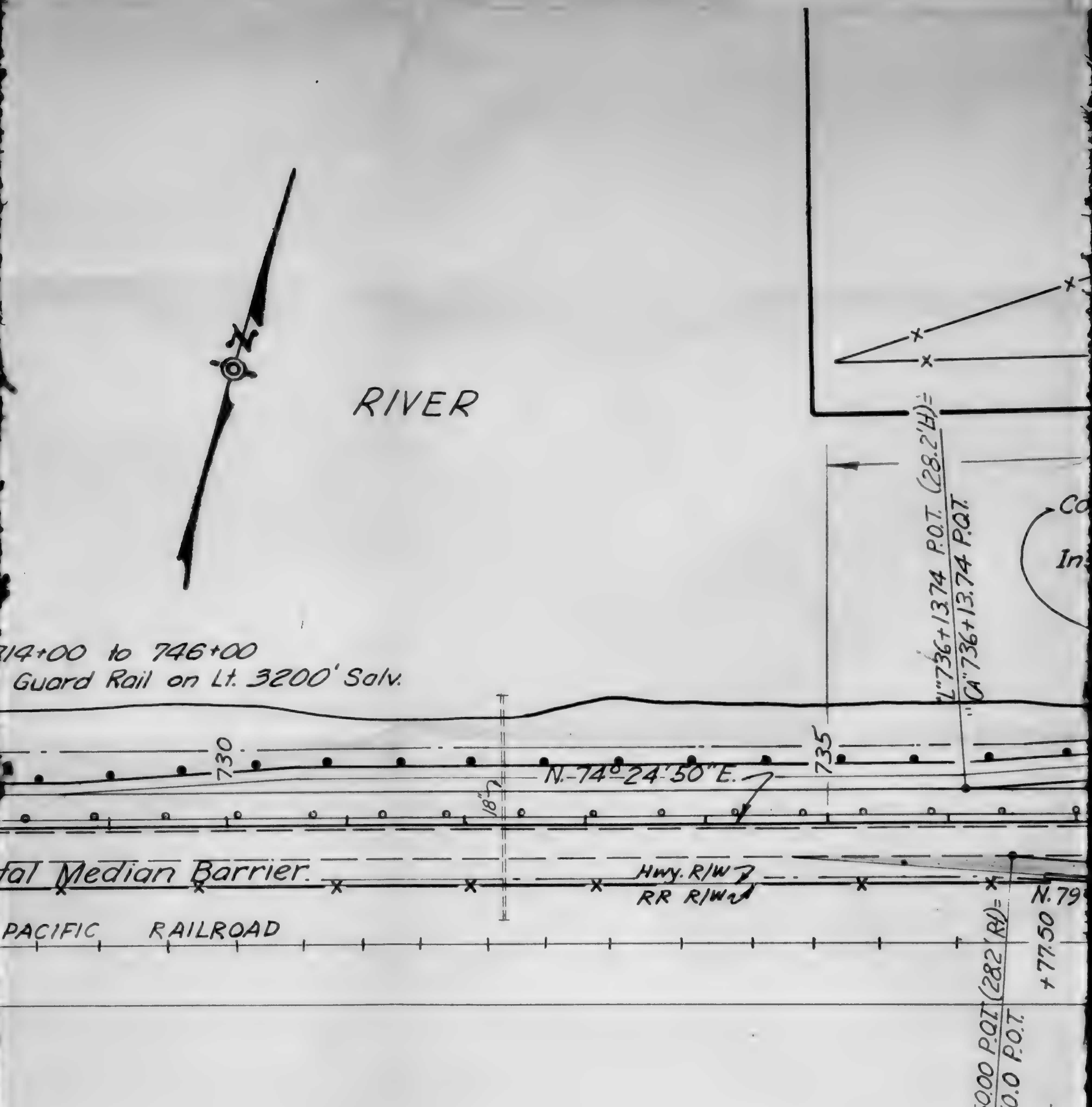


"L" 710+36.61 P.S.
400'S.P.
S 2°00'
a 0.25
"L" 714+36.61 P.S.C.
Guard Rail-3400'
710
82'
34'
24'
HWY. R/W
RR. R/W
Barrier
Const. Type 2 Fence

Fencing Plan For Corbett Quarry
Scale
1 in. = 200 ft.

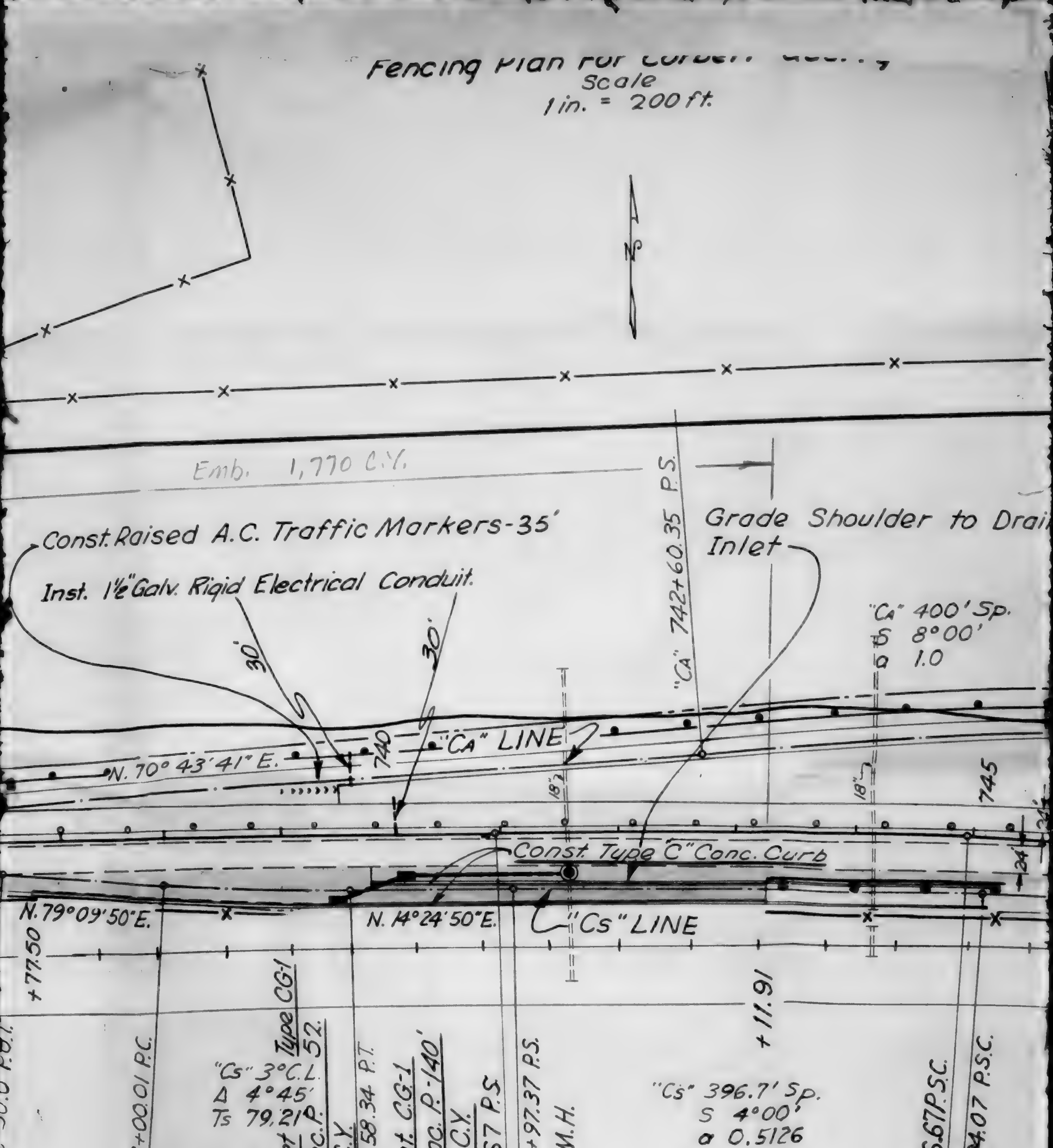

"L" 714+36.61 P.S.C.
1° C.L.
TΔ 11° 33' 10"
Ts 779.71
Salv. Guard Rail -3200'
715
720
8.4'
24'
24'
HWY. R/W
RR. R/W

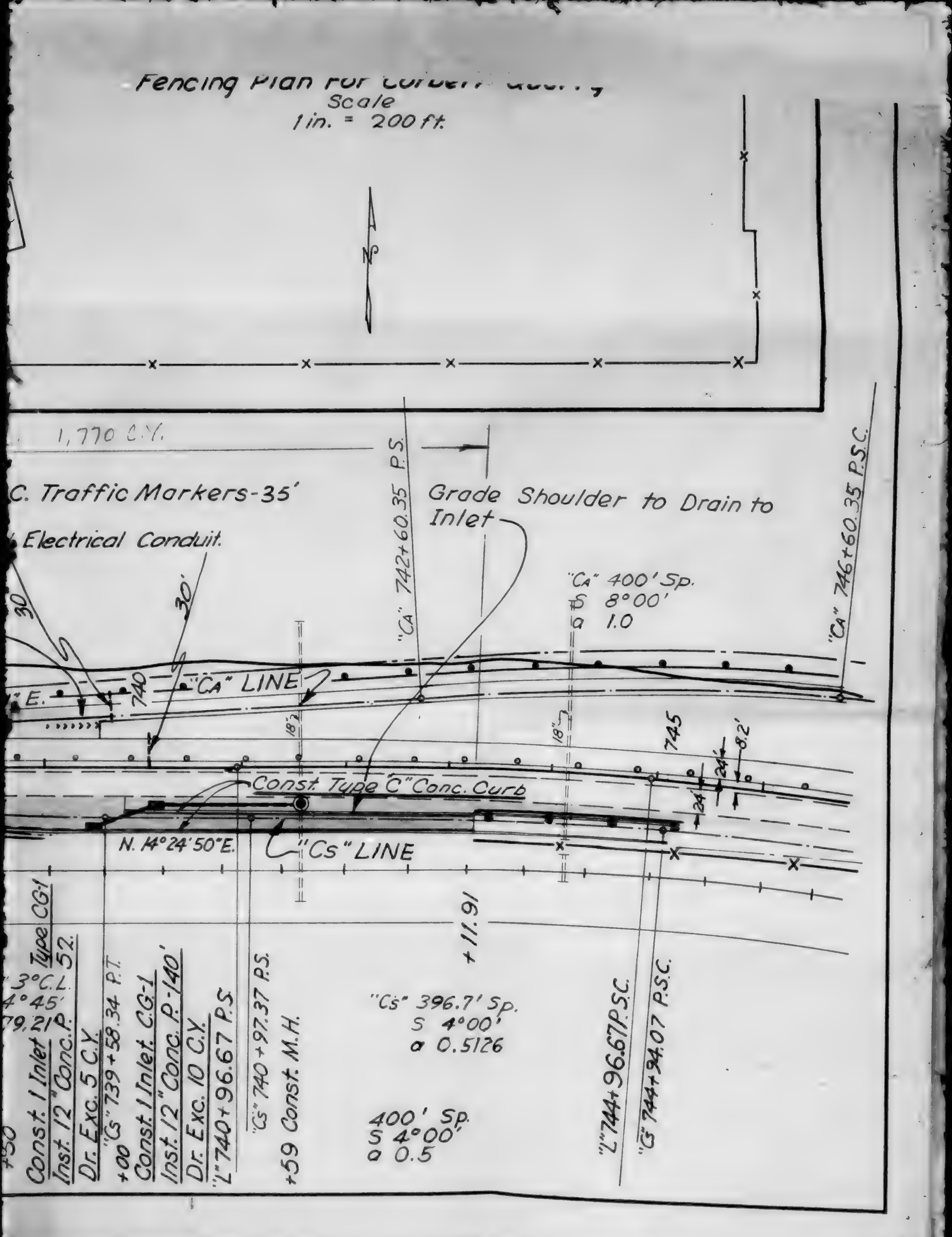

COLUMBIA
400'S.P.
S 2°00'
Q 0.25
"L" 721+91.89 P.C.S.
"L" 725+91.89 P.T.
Sta. 714+00
Const. Guard
720
725
Const. Metal Me
Const. Type 2 Fence
UNION PACIFIC

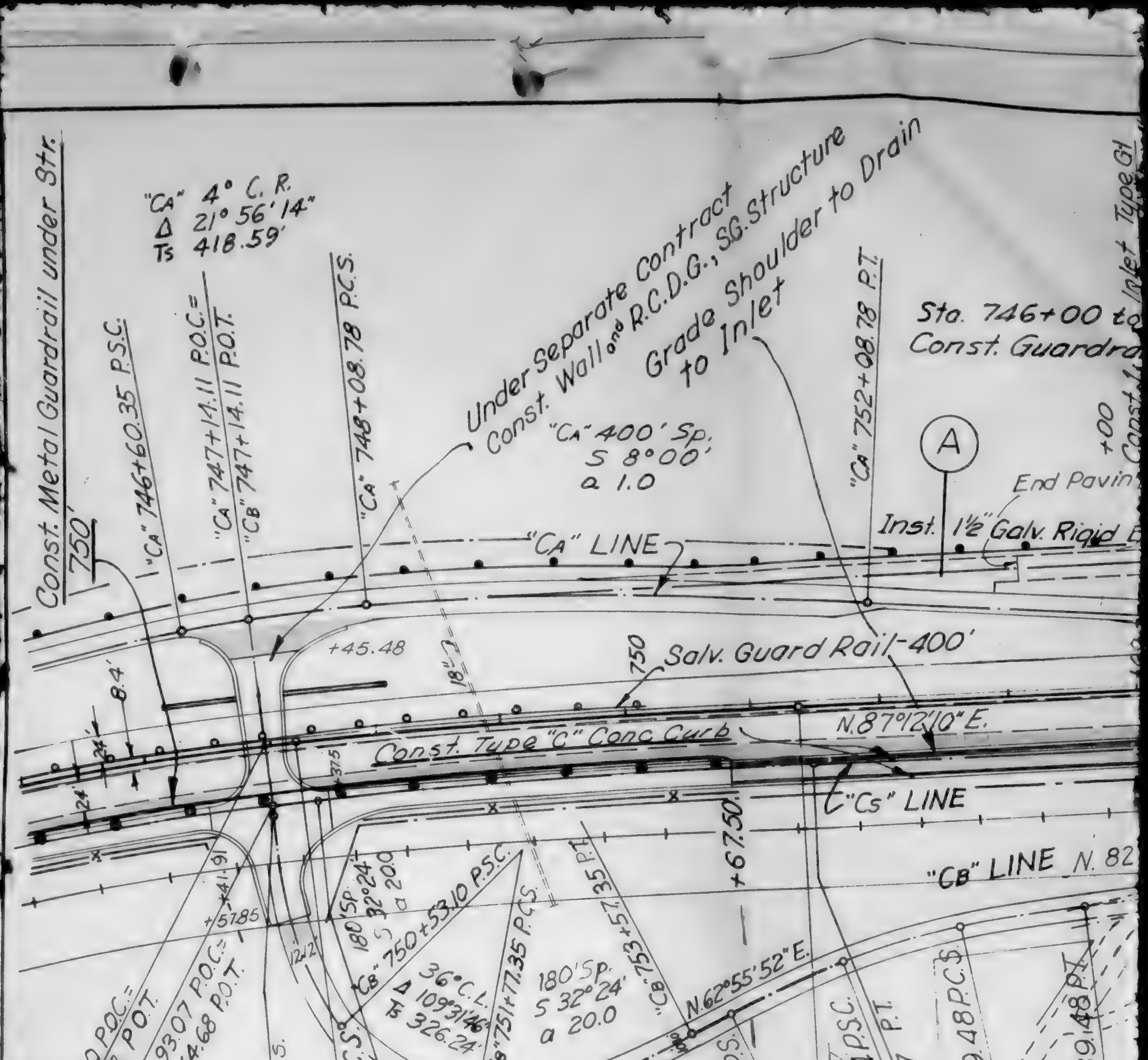

N
RIVER
Co
In
714+00 to 746+00
Guard Rail on Lt. 3200' Salv.
730
735
18'
N.-74°-24'-50" E.
"L" 736+13.74 P.O.T. (28.2' Lt.)=
"CA" 736+13.74 P.O.T.
tal Median Barrier.
Hwy. R/W
RR R/W
N. 79
PACIFIC RAILROAD
+77.50
"L" 736+50.00 P.O.T. (28.2' Rt.)=
"Cs" 736+50.0 P.O.T.

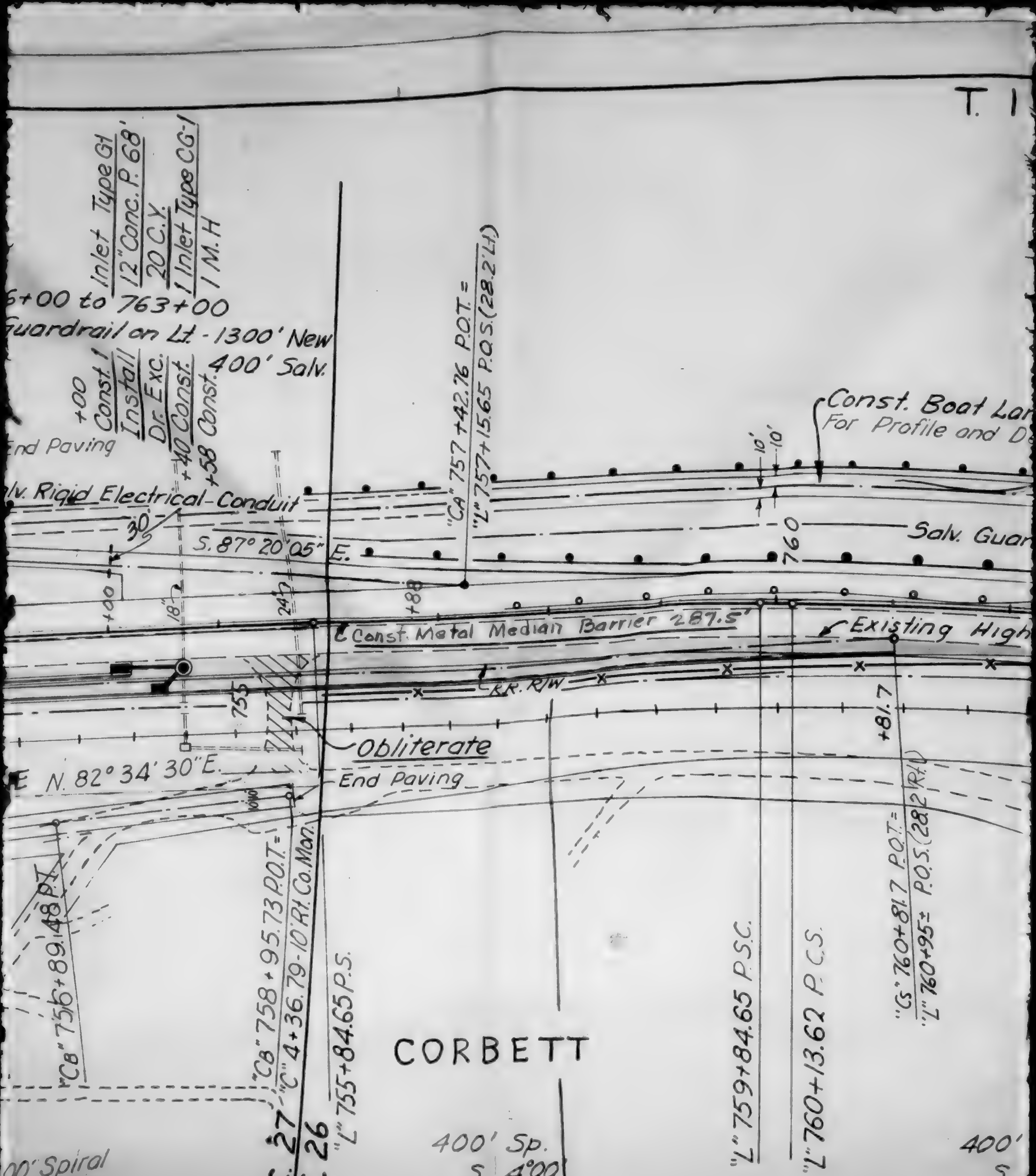
Fencing Plan For Corbett

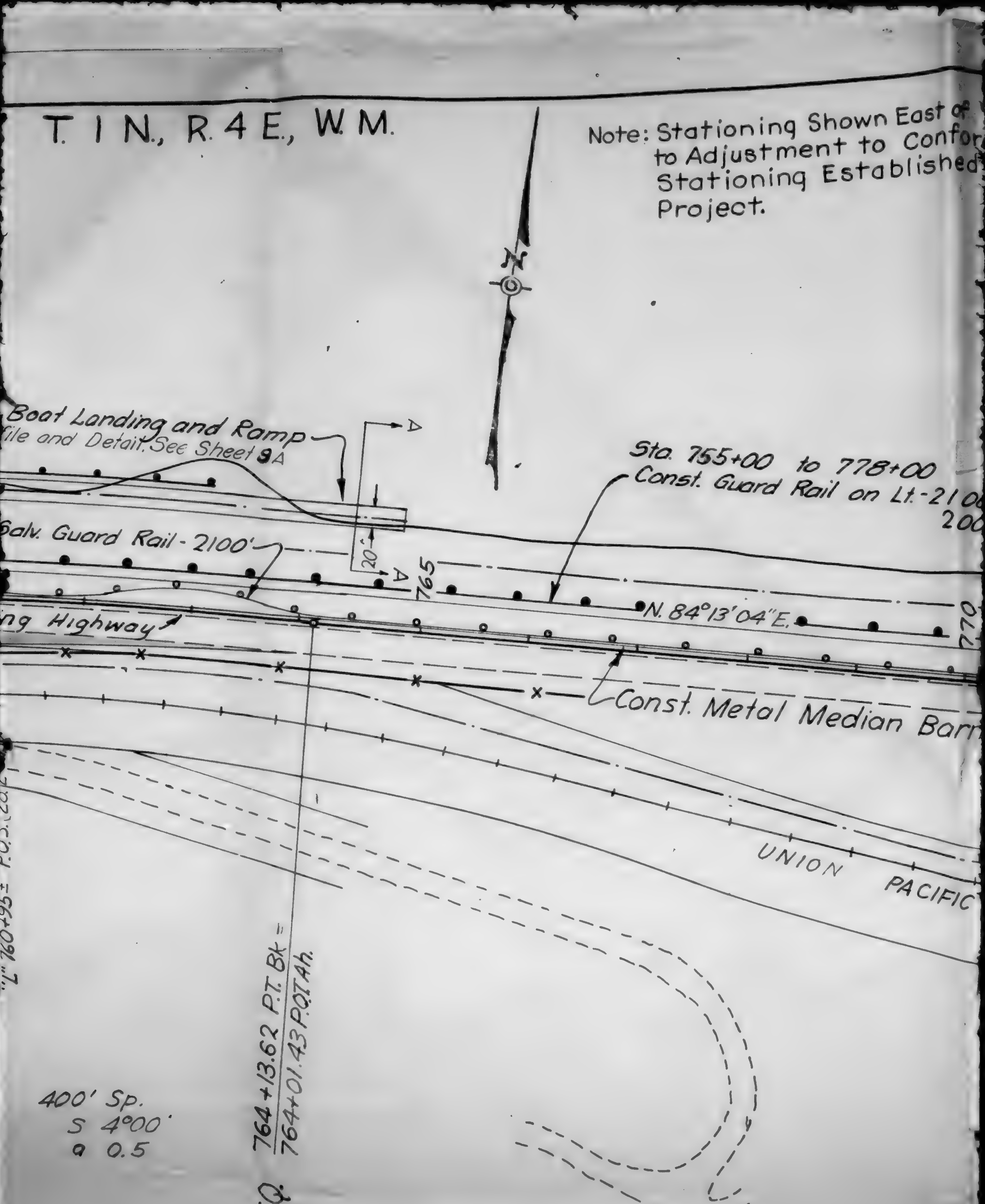
Scale
1 in. = 200 ft.


N
Emb. 1,770 C.Y.
Const. Raised A.C. Traffic Markers-35'
Inst. 1½" Galv. Rigid Electrical Conduit.
30'
30'
"CA" 742+60.35 P.S.
Grade Shoulder to Drai
Inlet
"CA" 400' Sp.
S 8°00'
a 1.0
N. 70° 43' 41" E.
740
"CA" LINE
18'
18'
745
24'
24'
Const. Type "C" Conc. Curb
N. 79° 09' 50" E.
N. 14° 24' 50" E.
"Cs" LINE
+77.50
"Cs" 738+00.01 P.C.
"Cs" 3° C.L.
Δ 4°45'
Ts 79.21'
+50
Const. 1 Inlet Type CG-1
Inst. 12" Conc. P.-52
Dr. Exc. 5 C.Y.
"Cs" 739+58.34 P.T.
+00
Const. 1 Inlet. CG-1
Inst. 12" Conc. P.-140'
Dr. Exc. 10 C.Y.
"L" 740+96.67 P.S.
"Cs" 740+97.37 P.S.
+59 Const. M.H.
+11.91
"Cs" 396.7' Sp.
S 4°00'
a 0.5126
400' Sp.
S 4°00"
a 0.5
"L" 744+96.67 P.S.C.
"G" 744+94.07 P.S.C.


Fencing Plan for Corbett Quarry
Scale
1 in. = 200 ft.
1,770 C.Y.
C. Traffic Markers-35'
Electrical Conduit.
30
30'
Grade Shoulder to Drain to Inlet
"CA" 742+60.35 P.S.
"CA" 746+60.35 P.S.C.
"CA" 400' Sp.
S 8°00'
a 1.0
740
"CA" LINE
E.
18"
18"
745
8.2'
24'
24
Const. Type "C" Conc. Curb
N. 14°24'50"E.
"Cs" LINE
+11.91
+50
Const. 1 Inlet Type CG-1
Inst. 12" Conc. P. 52.
Dr. Exc. 5 C.Y.
3°C.L.
4°45'
79.21
+00 "Cs" 739+58.34 P.T.
Const. 1 Inlet. CG-1
Inst. 12" Conc. P.-140'
Dr. Exc. 10 C.Y.
"L" 740+96.67 P.S
"Cs" 740+97.37 P.S.
+59 Const. M.H.
"Cs" 396.7' Sp.
S 4°00'
a 0.5126
400' Sp.
S 4°00"
a 0.5
"L" 744+96.67 P.S.C.
"G" 744+94.07 P.S.C.


Const. Metal Guardrail under Str.
750
"CA" 4° C.R.
Δ 21° 56' 14"
Ts 418.59'
"CA" 746+60.35 P.S.C.
"CA" 747+14.11 P.O.C.=
"CB" 747+14.11 P.O.T.
"CA" 748+08.78 P.C.S.
Under Separate Contract
Const. Wall and R.C.D.G., SG. Structure
Grade Shoulder to Drain
to Inlet
"CA" 752+08.78 P.T.
Sta. 746+00 to
Const. Guardra
+00
Const.
Inlet Type G1
"CA" 400' Sp.
S 8°00'
a 1.0
A
End Pavin
Inst. 1½" Galv. Rigid
"CA" LINE
+45.48
8.4'
18"
750
Salv. Guard Rail-400'
N.87°12'10" E.
Const. Type "C" Conc Curb
37.5
24'
"CS" LINE
+67.50
"CB" LINE N. 82
+41.91
+57.85
12.12
180' Sp.
S 32°24'
a 20.0
"CB" 750+53.10 P.S.C.
36° C.L.
Δ 109°31'46"
Ts 326.24
"CB" 751+77.35 P.C.S.
180' Sp.
S 32°24'
a 20.0
"CB" 753+57.35 P.T.
N.62°55'52" E.
"L" 746+99.00 P.O.C.=
"CB" 748+17.48 P.O.T.
"CS" 746+93.07 P.O.C.=
"CB" 748+64.68 P.O.T.
C.B. 748+73.10 P.S.
"L" 747+36.11 P.C.S.
"CS" 747+29.56 P.C.S.
"CB" 753+93.04 P.S.
"L" 751+36.11 P.T.
"CB" 754+93.04 P.S.C.
"CS" 751+26.27 P.T.
"CB" 755+89.48 P.C.S.
"CB" 756+89.48 P.T.
2° C.R.
TΔ 12°47'20"
Ts 521.29'
400' Sp.
S 4°00'
a 0.5
"CS" 2.0335 C.R.
Δ 12° 47' 20"
Ts 516.00'
"CS" 396.70' Sp.
S 4°00'
a 0.5126
100' Spiral
S 5°00'
a 10
100' Spira
S 5°00
a 10
10°C.R.
Δ 19°38'38"
Ts 149.31'


T. 1
Inlet Type G1
12" Conc. P. 68'
20 C.Y.
1 Inlet Type CG-1
1 M.H
6+00 to 763+00
Guardrail on Lt. - 1300' New
400' Salv.
+00 Const. 1
Install
Dr. Exc.
+40 Const.
+58 Const.
End Paving
lv. Rigid Electrical Conduit
30'
S. 87° 20' 05" E.
"CA" 757+42.76 P.O.T. =
"L" 757+15.65 P.O.S. (28.2' Lt.)
+00
18'
24'
+88
Const. Boat Lar
For Profile and D
10'
10'
760
Salv. Guar
Const. Metal Median Barrier 287.5'
Existing High
R.R. R/W
755
Obliterate
+81.7
E N. 82° 34' 30" E.
End Paving
"CB" 756+89.48 P.T.
"CB" 758+95.73 P.O.T. =
"C" 4+36.79-10' Rt. Co. Mon.
"L" 755+84.65 P.S.
SEC. 27
SEC. 26
CORBETT
"L" 759+84.65 P.S.C.
"L" 760+13.62 P.C.S.
"G" 760+81.7 P.O.T. =
"L" 760+95± P.O.S. (28.2' Rt.)
400' Sp.
S 4°00'
a 0.5
00' Spiral
S 5°00'
a 10
C.R.
°38' 38"
49.31'
Emb. 1,020 C.Y.
2° C.R.
TΔ 8° 34' 46"
Ts 414.19'
400'
S
a


T. 1 N., R. 4 E., W.M.
N
Boat Landing and Ramp
file and Detail, See Sheet 9A
A
20'
A
Salv. Guard Rail - 2100'
ing Highway
765
Sta. 755+00 to 778+00
Const. Guard Rail on Lt.-21 0
200
N. 84°13'04"E.
770
Const. Metal Median Barr
UNION
PACIFIC
"L" 760+95± P.O.S. 2.0
EQ. 764+13.62 P.T. Bk = 764+01.43 P.O.T. Ah.
400' Sp.
S 4°00'
a 0.5

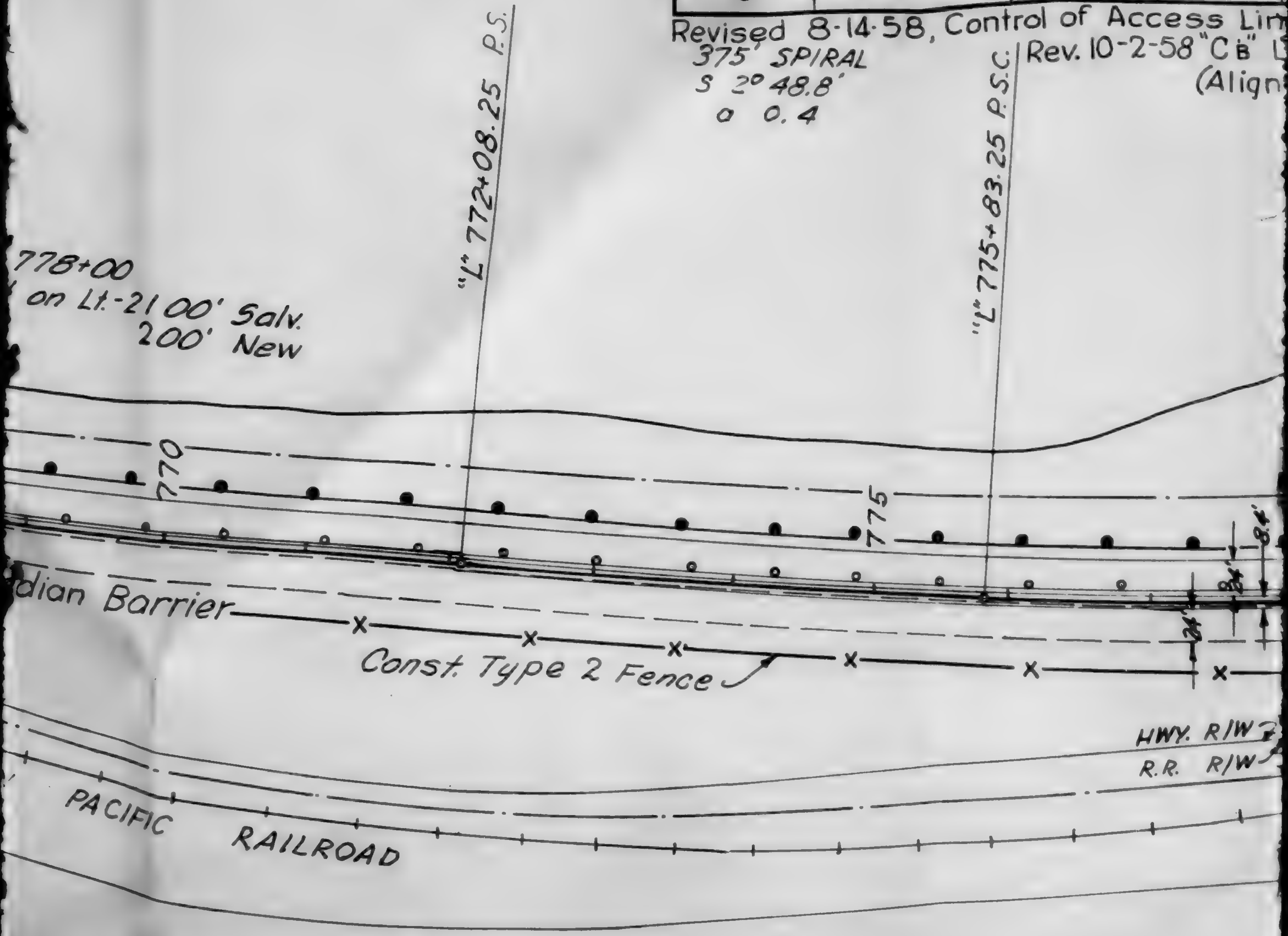
Note: Stationing Shown East of
to Adjustment to Confor
Stationing Established
Project.

hown East of 764+13.62 Subject
nt to Conform with Construction
Established durning grading

SUNDIAL- MULTNOMAH FALLS SEC.
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR
8	OREGON	I-82-2(7)15	

Revised 8-14-58, Control of Access Lim
Rev. 10-2-58 "CB" L
(Align


375' SPIRAL
S 2° 48.8'
a 0.4
"L" 772+08.25 P.S.
"L" 775+83.25 P.S.C.
778+00
on Lt.-21.00' Salv.
200' New
770
775
dian Barrier
Const. Type 2 Fence
8.4'
24'
HWY. R/W
R.R. R/W
PACIFIC RAILROAD

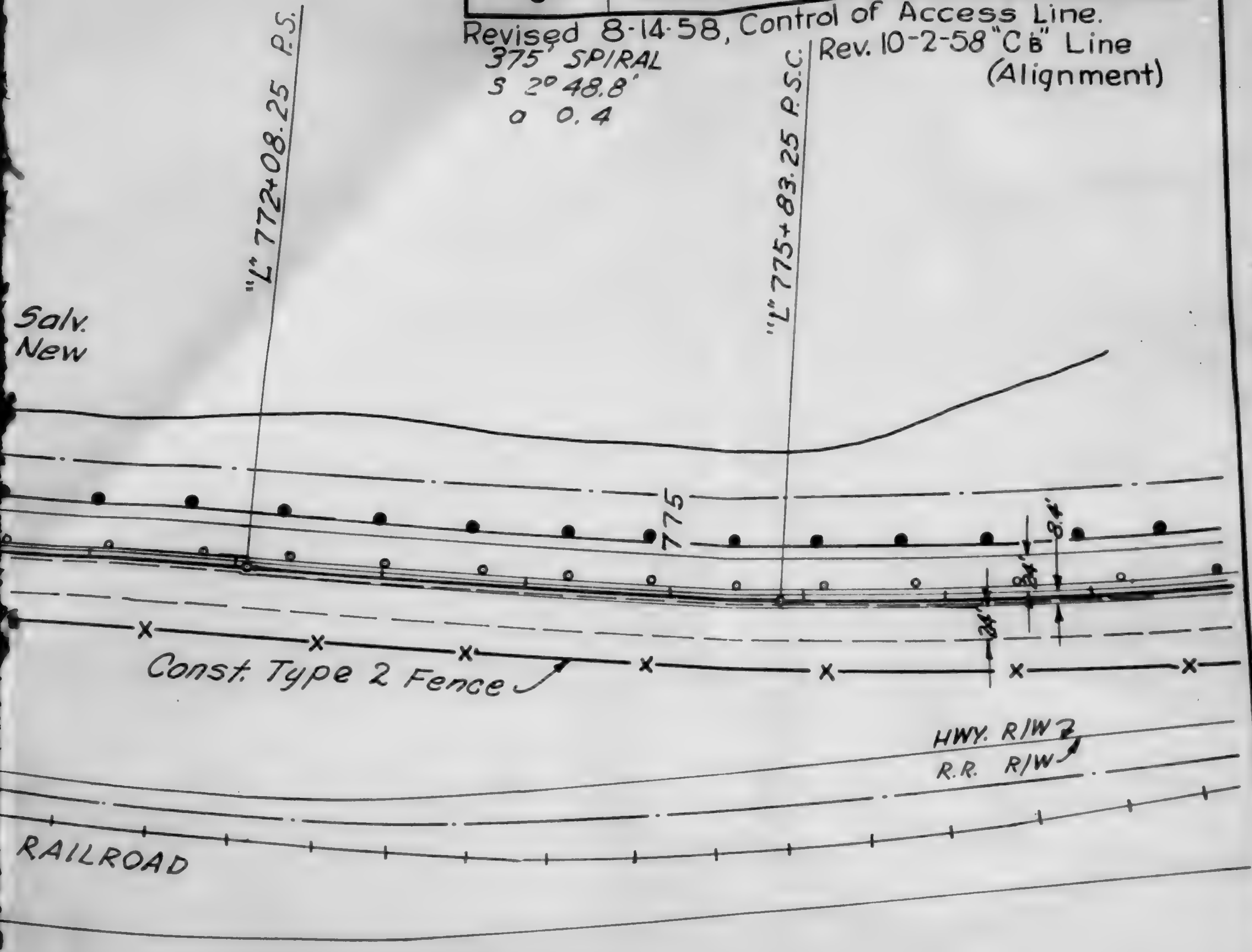
64+13.62 Subject
m·with Construction
durning grading

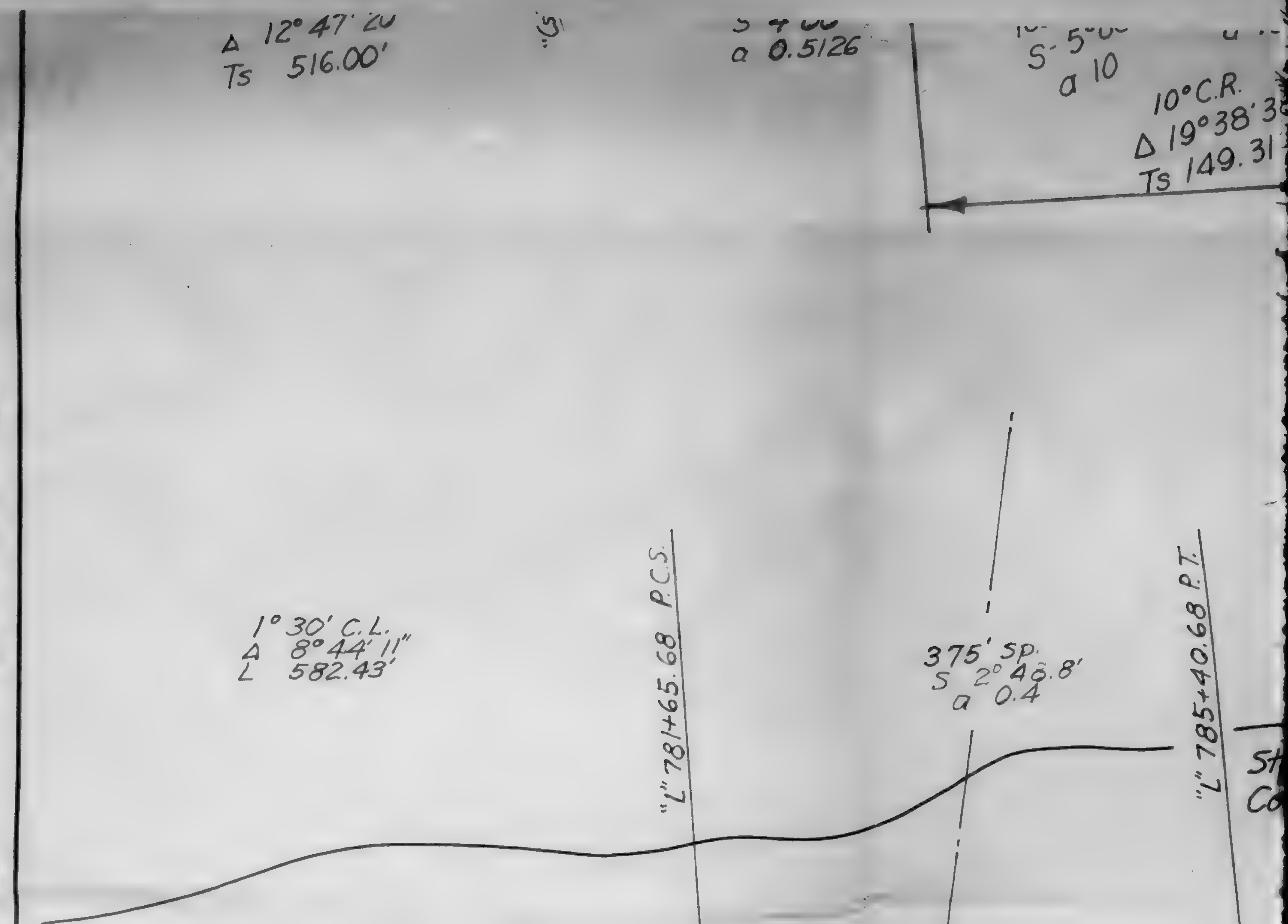
SUNDIAL- MULTNOMAH FALLS SEC.
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

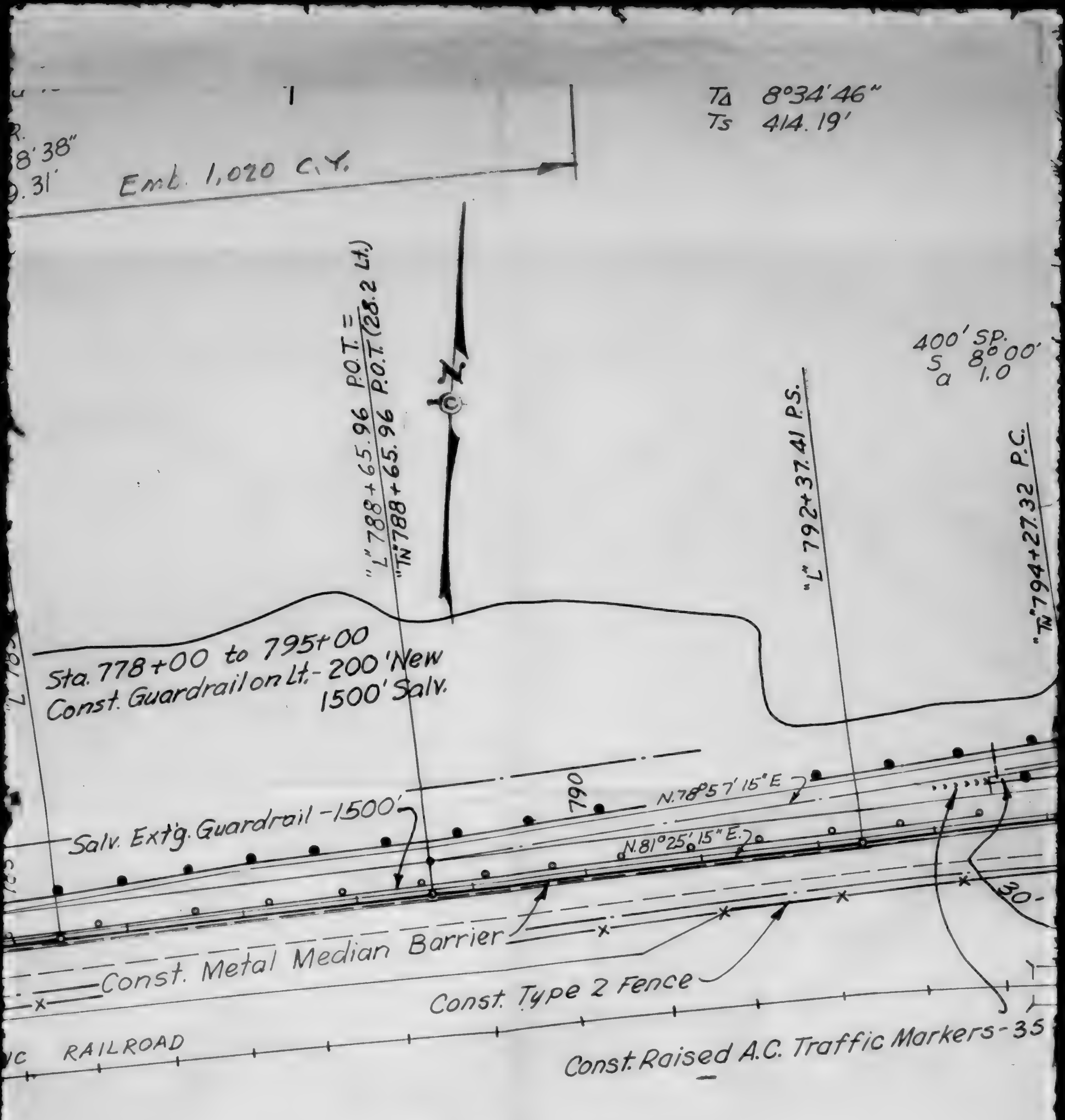
SHEET No. 9

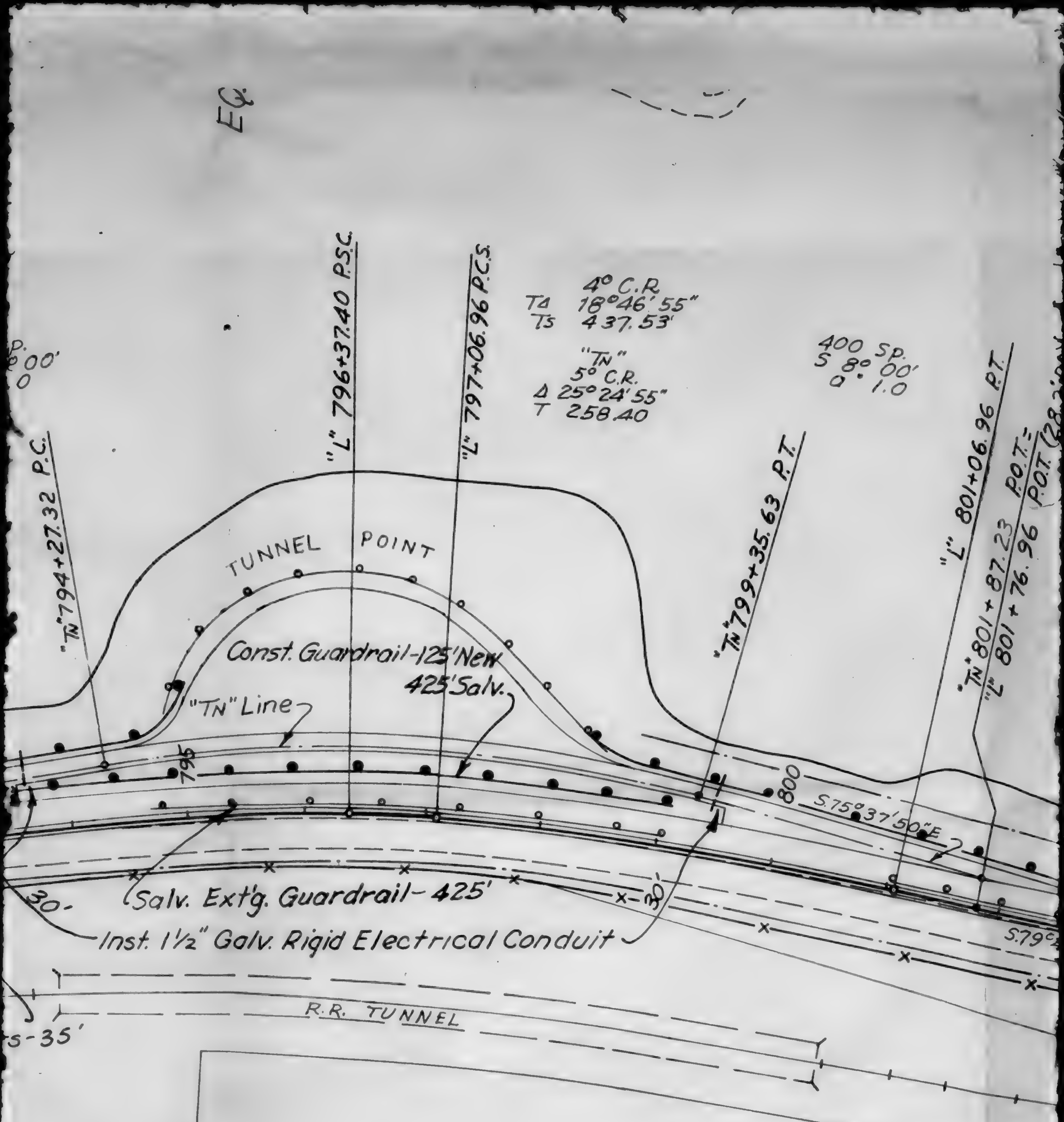
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-82-2(7)15		See Index

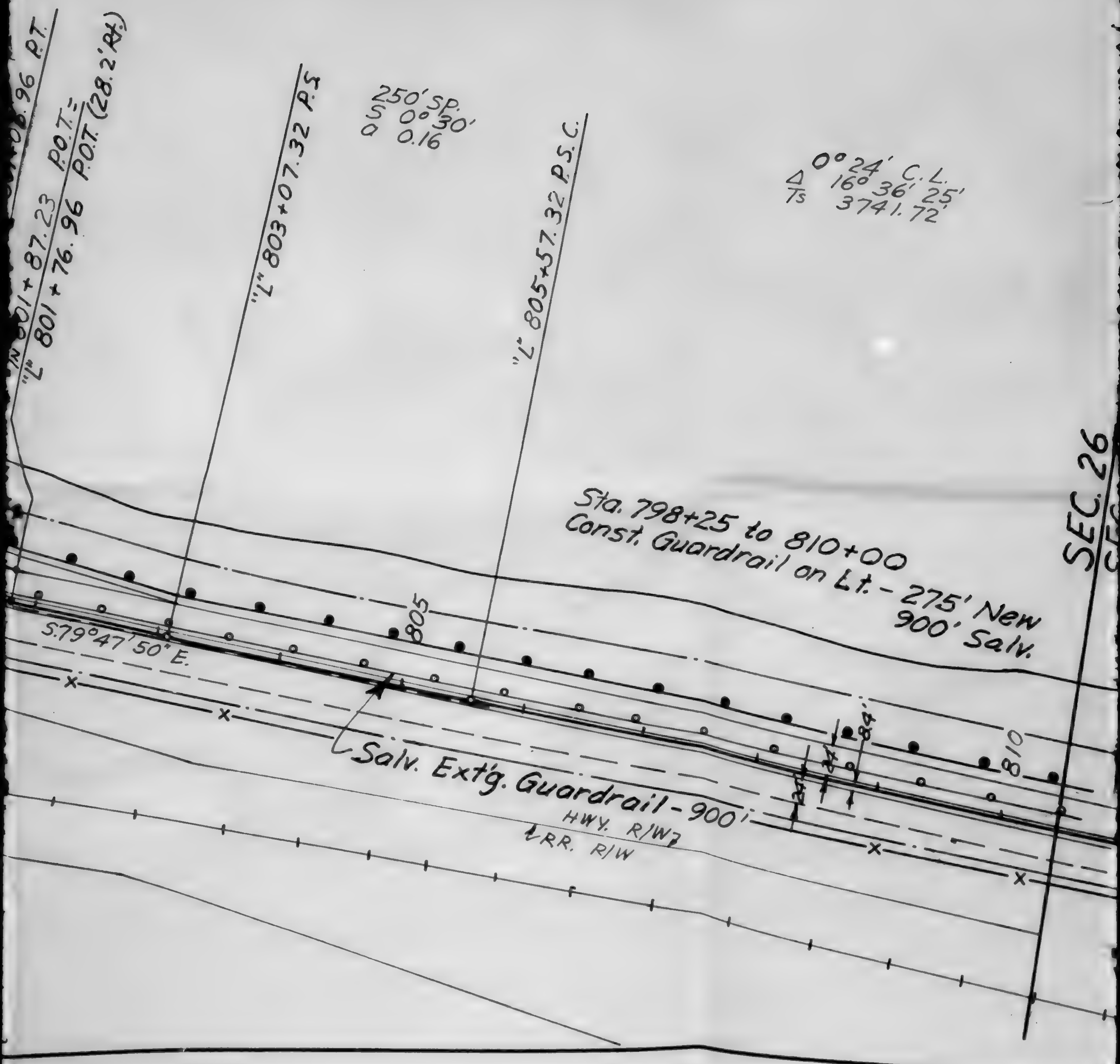
Revised 8-14-58, Control of Access Line.
Rev. 10-2-58 "CB" Line
(Alignment)


375' SPIRAL
S 2° 48.8'
a 0.4
"L" 772+08.25 P.S.
"L" 775+83.25 P.S.C.
Salv.
New
775
34'
34'
8.4'
Const. Type 2 Fence
HWY. R/W
R.R. R/W
RAILROAD

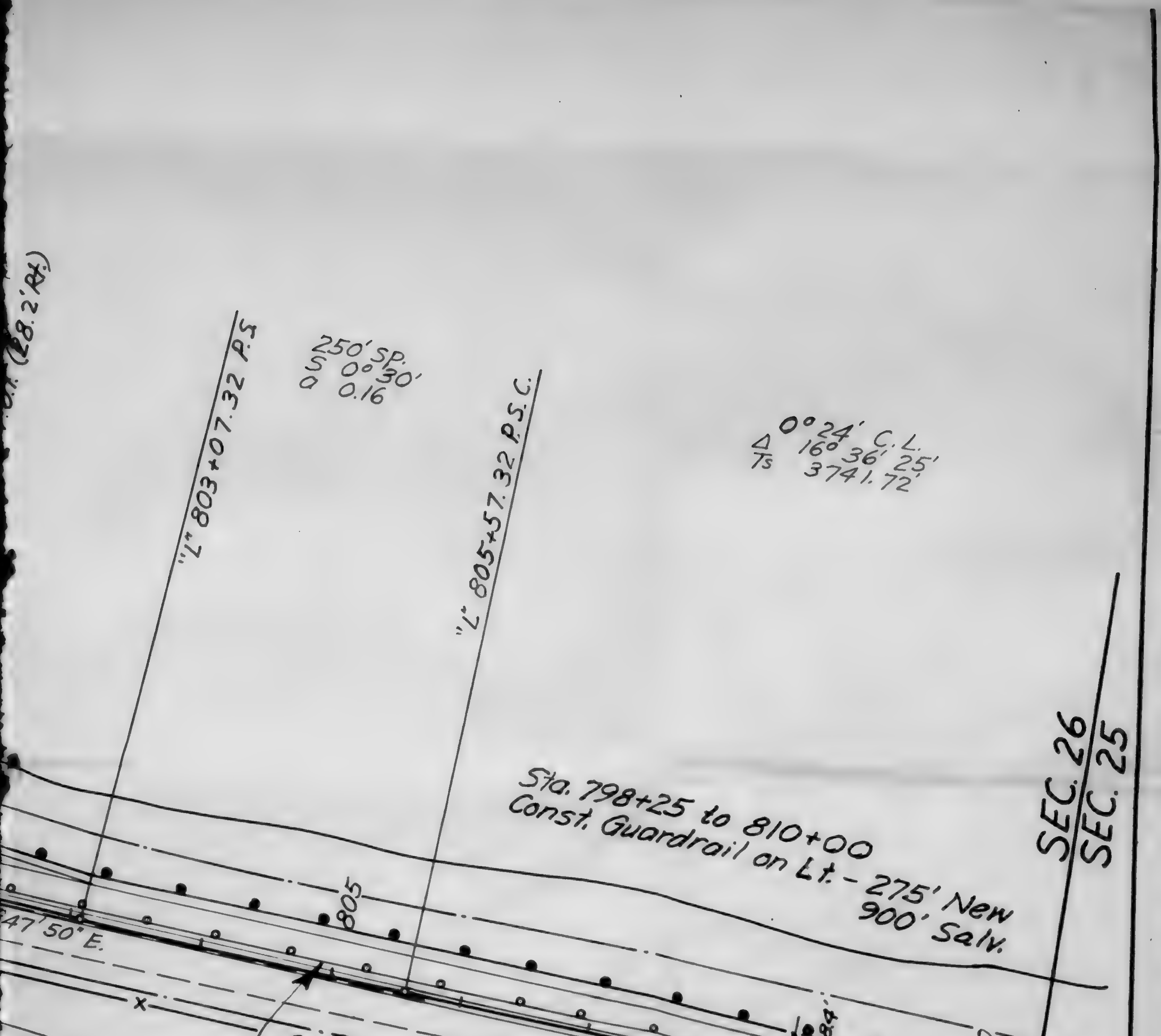

Δ 12°47'20
Ts 516.00'
S 4°00
a 0.5126
S 5°00
a 10
10°C.R.
Δ 19°38'3
Ts 149.31
1°30' C.L.
Δ 8°44'11"
L 582.43'
"L" 781+65.68 P.C.S.
375' Sp.
S 2°46.8'
a 0.4
"L" 785+40.68 P.T.
780
785
8.4'
24'
24'
24'
HWY. R/W
℄R.R. R/W
UNION PACIFIC
℄R.R. R/W


R.
8'38"
9.31'
Emb. 1,020 C.Y.
TΔ 8°34'46"
Ts 414.19'
"L" 788+65.96 P.O.T. =
"N" 788+65.96 P.O.T. (28.2 Lt.)
N
400' SP.
S 8°00'
a 1.0
"L" 792+37.41 P.S.
"N" 794+27.32 P.C.
"L" 78
Sta. 778+00 to 795+00
Const. Guardrail on Lt. - 200' New
1500' Salv.
790
N.78°57'15" E
N.81°25'15" E.
Salv. Ext'g. Guardrail - 1500'
Const. Metal Median Barrier
Const. Type 2 Fence
30-
IC RAILROAD
Const. Raised A.C. Traffic Markers - 35


EQ.
"L" 796+37.40 P.S.C.
"L" 797+06.96 P.C.S.
4° C.R.
TΔ 18°46'55"
Ts 437.53'
"TN"
5° C.R.
Δ 25°24'55"
T 258.40
400 Sp.
S 8°00'
a 1.0
"TN" 794+27.32 P.C.
"TN" 799+35.63 P.T.
"L" 801+06.96 P.T.
"TN" 801+87.23 P.O.T.=
"L" 801+76.96 P.O.T.
TUNNEL POINT
Const. Guardrail-125' New
425' Salv.
"TN" Line
795
800
S.75°37'50"E
30'
30'
Salv. Ext'g. Guardrail-425'
Inst. 1½" Galv. Rigid Electrical Conduit
R.R. TUNNEL



.96 P.T.
"N" 801+87.23 P.O.T.=
"L" 801+76.96 P.O.T. (28.2' Rt.)
"L" 803+07.32 P.S
250' SP.
S 0°30'
a 0.16
"L" 805+57.32 P.S.C.
0°24' C.L.
Δ 16°36'25'
Ts 3741.72
Sta. 798+25 to 810+00
Const. Guardrail on Lt. - 275' New
900' Salv.
SEC. 26
S.79°47'50" E.
805
810
84'
24'
24'
Salv. Ext'g. Guardrail - 900'
HWY. R/W
RR. R/W

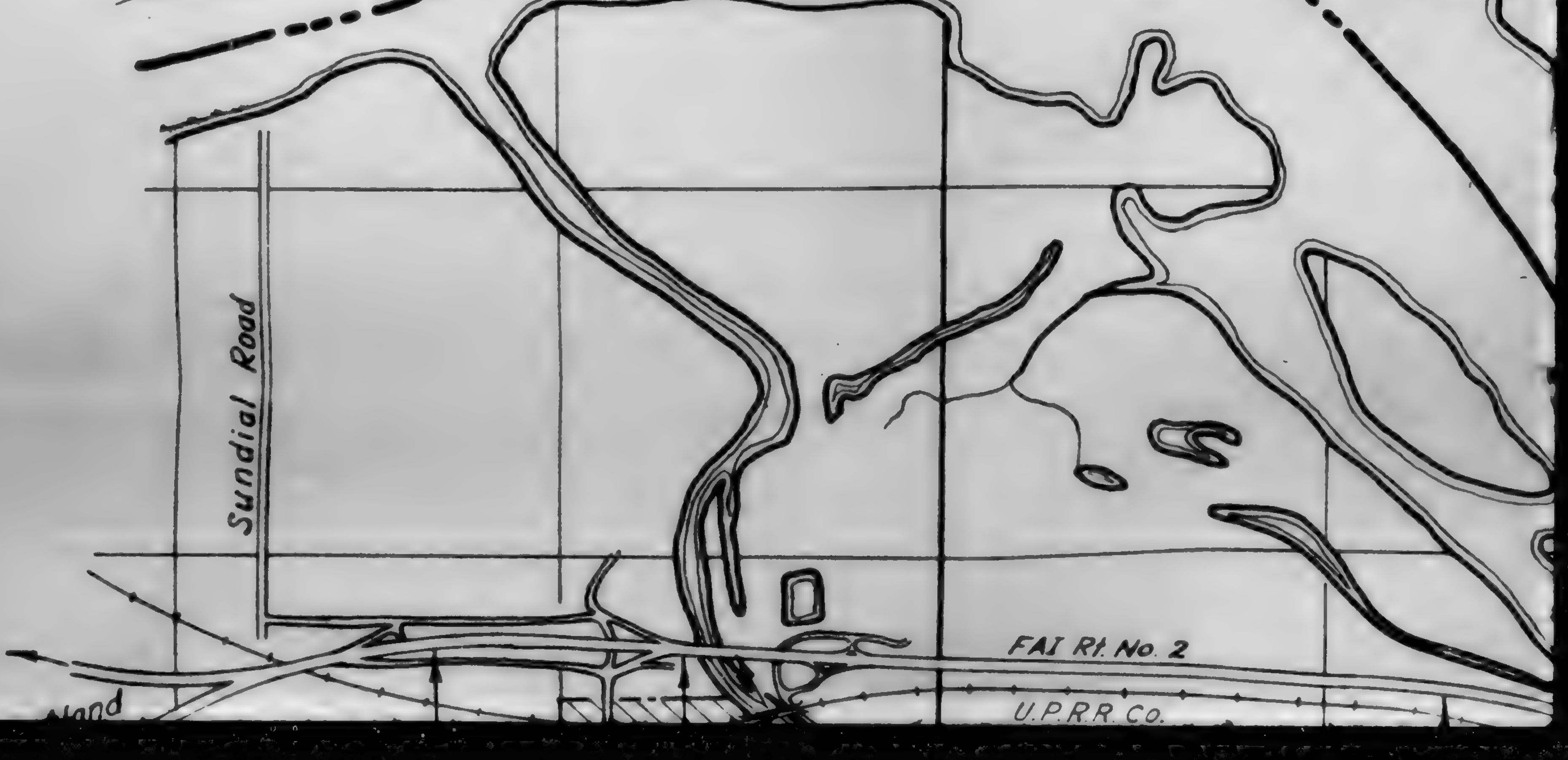

(28.2' Rt.)
"L" 803+07.32 P.S.
250' SP.
S 0° 30'
a 0.16
"L" 805+57.32 P.S.C.
0°24' C.L.
Δ 16° 36' 25'
Ts 3741.72'
Sta. 798+25 to 810+00
Const. Guardrail on Lt. - 275' New
900' Salv.
SEC. 26
SEC. 25
805
810
47'50" E.
Salv. Ext'g. Guardrail - 900'
24
24
8.4
HWY. R/W
RR. R/W

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2-2A	Summary & Typical Sections
3	Plan (Corbett Interchange)

2A
(BRIDGE SUM

Drg. No's.
14927-14936 Incl.
14977
14992
14993
14654
14660
S-267
Bridal Veil Structure


Sundial Road
FAI Rt. No. 2
U.P.R.R. Co.

SUMMARY)

STATE OF O

STATE HIGHWAY

PLANS FOR PROPOS

STRUCTURES,
GRADING & PAVIN

SANDY RIVER ~ MULTNOM

COLUMBIA RIVER

MULTNOMAH COU

MAY 5, 1959
(BRIDAL VEIL STRUCT

DECEMBER, 19
(CORBETT INCHGE. STRU

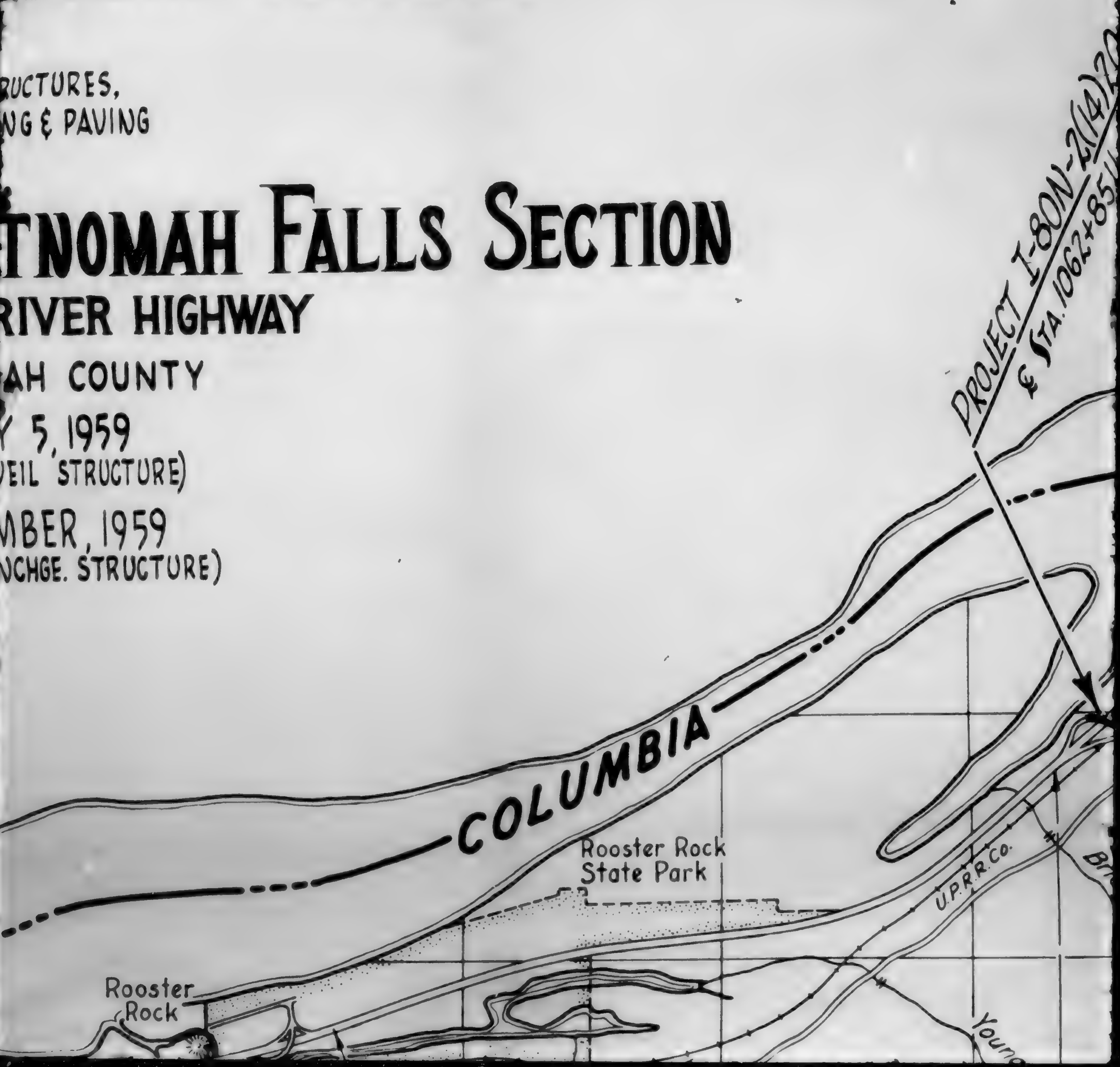
PROJECT I-80N-2(14)20
℄ STA. 746+99
Tunnel Point
Ro
P

F OREGON
AY DEPARTMENT
OPOSED PROJECT

RUCTURES,
NG & PAVING

TNOMAH FALLS SECTION

RIVER HIGHWAY
AH COUNTY
Y 5, 1959
EIL STRUCTURE)
MBER, 1959
NCHGE. STRUCTURE)

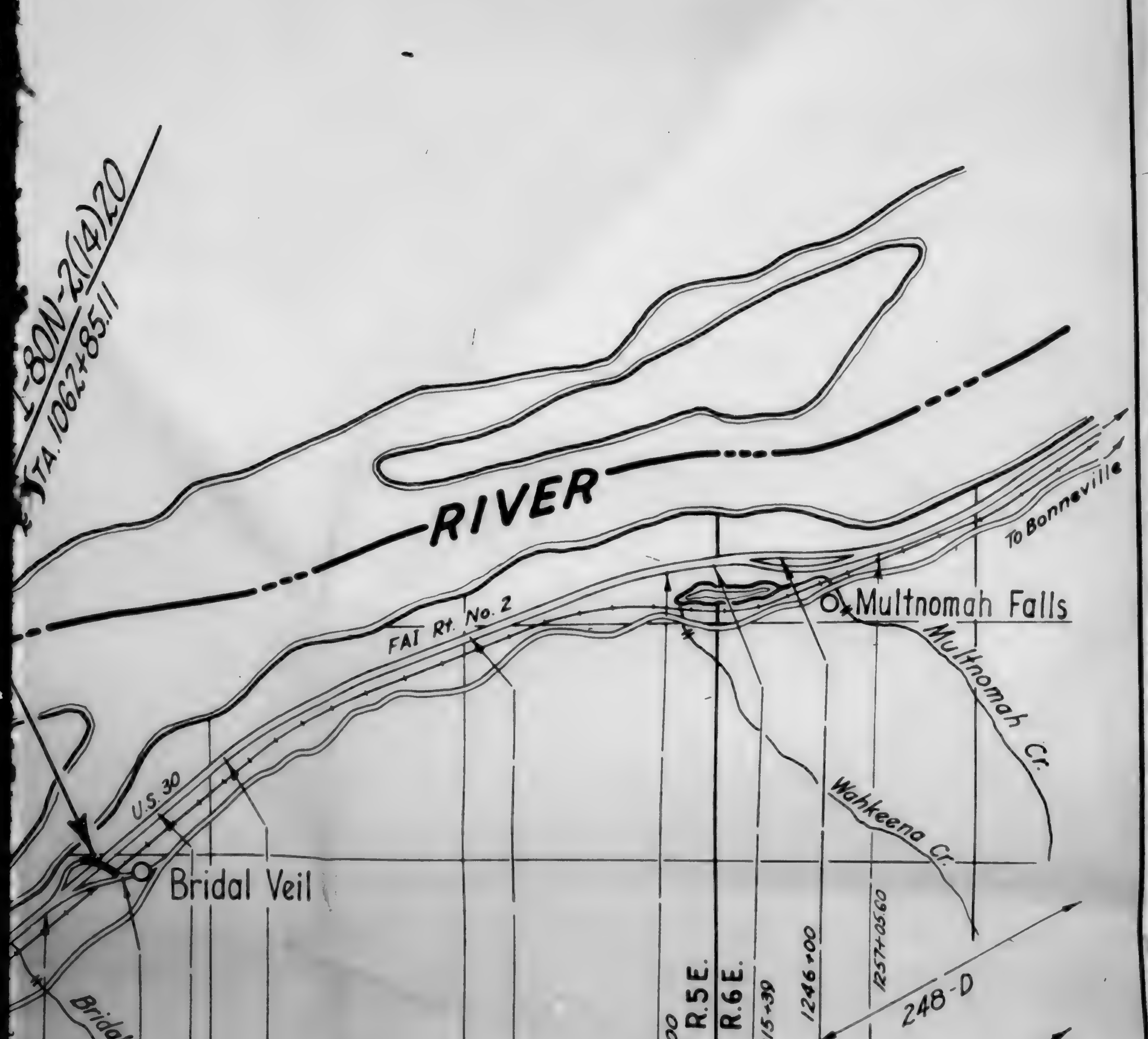

PROJECT I-80N-2(14)
℄ STA. 1062+85
COLUMBIA
Rooster Rock State Park
Rooster Rock
U.P.R.R. Co.
Youn
Br

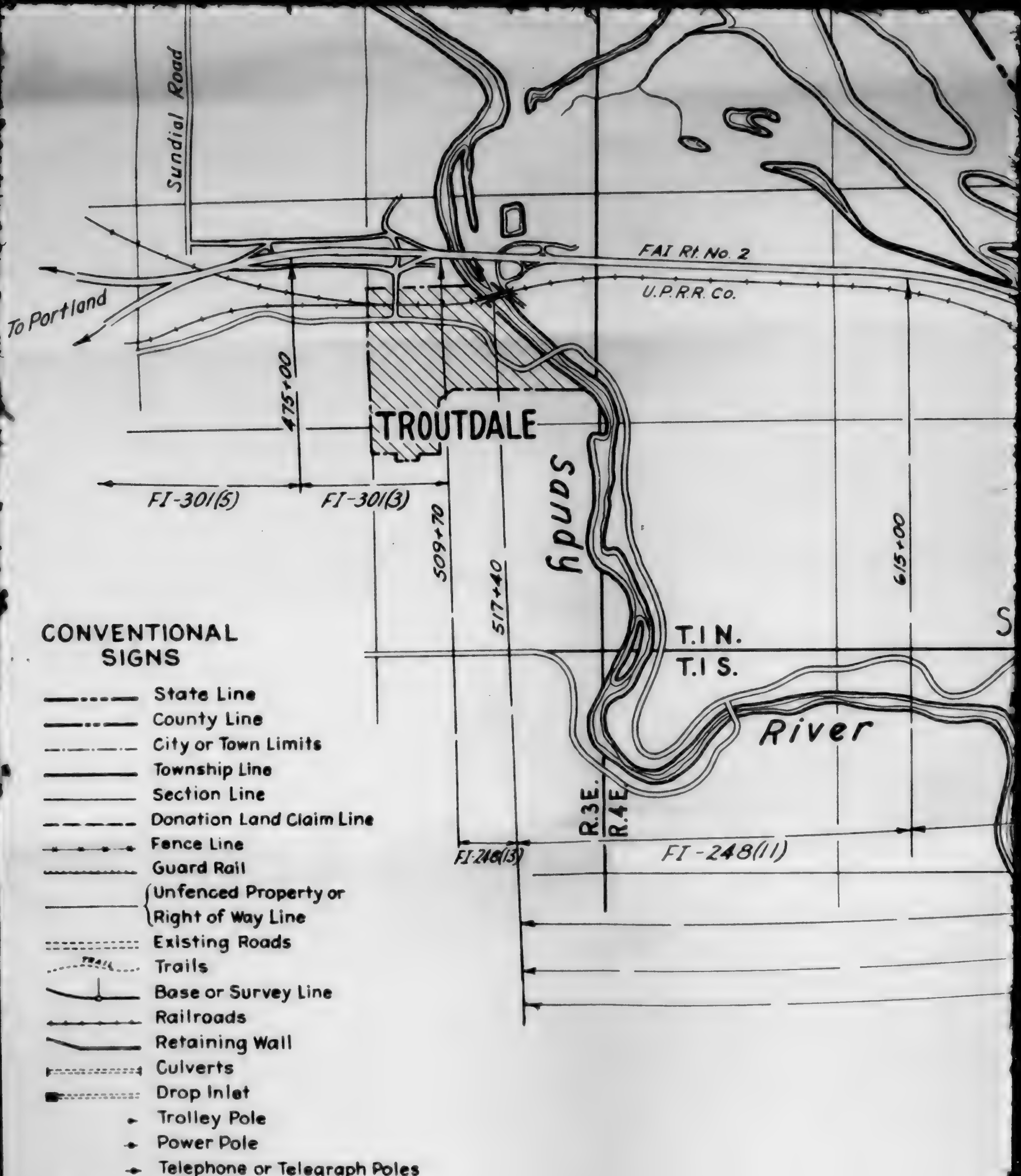
GV-9-3

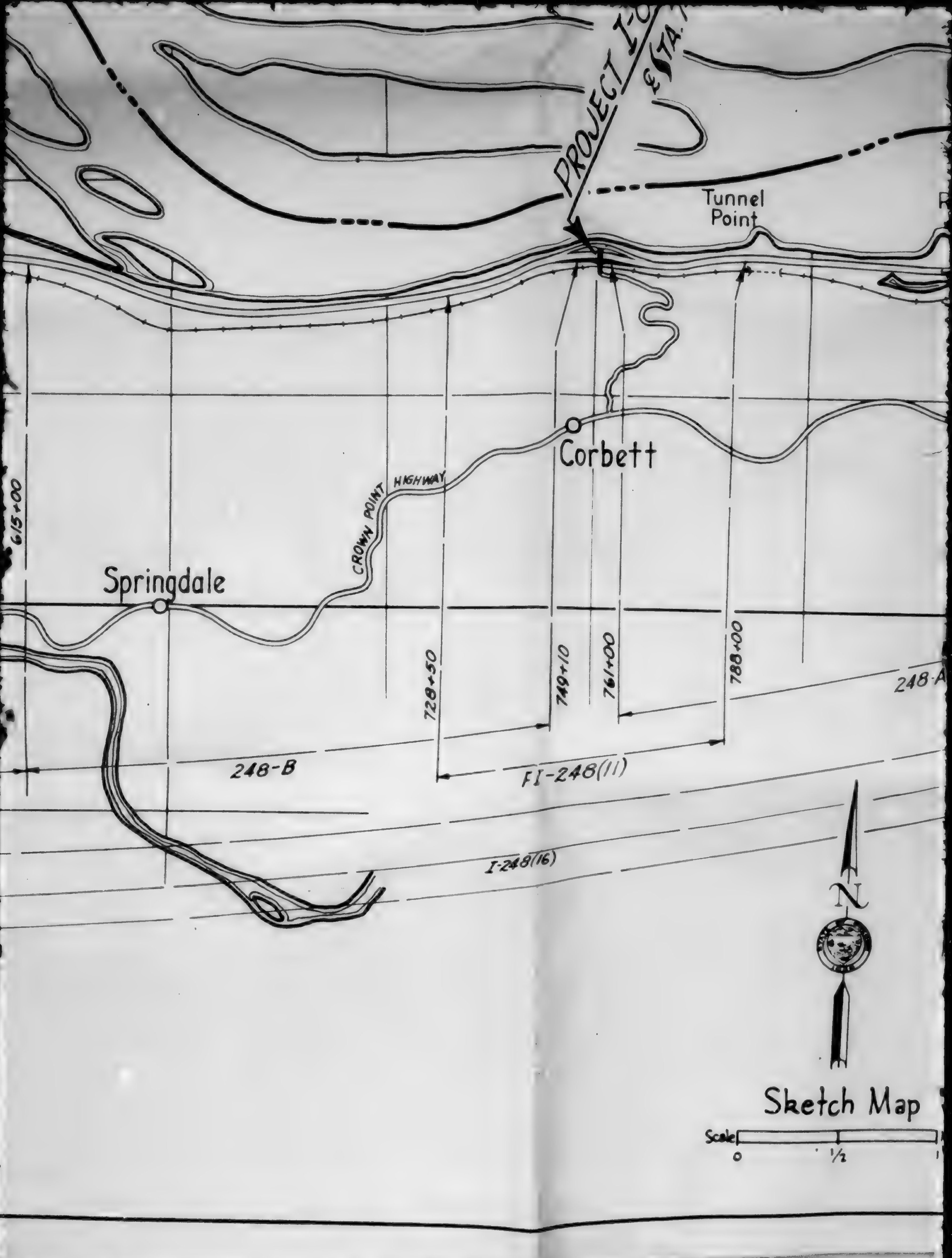
SANDY RIVER - MULTNOMAH FALLS SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

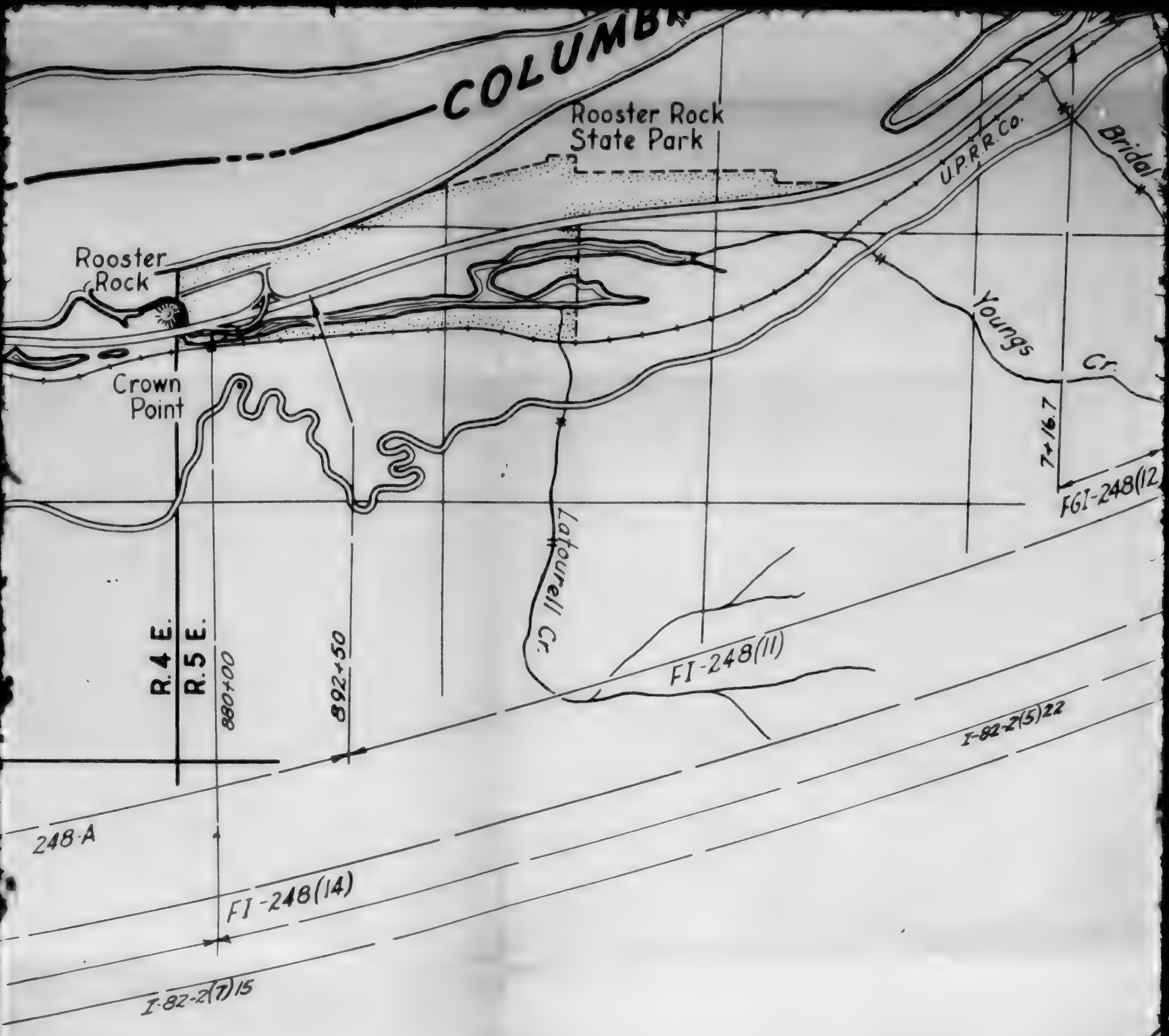
SHEET No. 1

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(14)20		See Index


I-80N-2(14)20
STA. 1062+85.11
RIVER
FAI Rt. No. 2
U.S. 30
Bridal Veil
Multnomah Falls
To Bonneville
Multnomah Cr.
Wahkeena Cr.
Bridal Veil Cr.
R.5E.
R.6E.
1196+00
1215+39
1246+00
1257+05.60
165+33
248-D
248(11)


Sundial Road
FAI Rt. No. 2
U.P.R.R. Co.
To Portland
475+00
TROUTDALE
FI-301(5)
FI-301(3)
509+70
517+40
Sandy
615+00
T.1 N.
T.1 S.
River
R.3E.
R.4E.
FI-248(13)
FI-248(11)
CONVENTIONAL SIGNS
State Line
County Line
City or Town Limits
Township Line
Section Line
Donation Land Claim Line
Fence Line
Guard Rail
Unfenced Property or Right of Way Line
Existing Roads
TRAIL
Trails
Base or Survey Line
Railroads
Retaining Wall
Culverts
Drop Inlet
Trolley Pole
Power Pole
Telephone or Telegraph Poles
Marsh
IRRIG DITCH
Irrigation Ditches
Bridges
Trees


PROJECT I-O
℄ STA.
Tunnel Point
Corbett
CROWN POINT HIGHWAY
Springdale
615+00
728+50
749+10
761+00
788+00
248-A
248-B
FI-248(11)
I-248(16)
N
Sketch Map
Scale
0
1/2
1

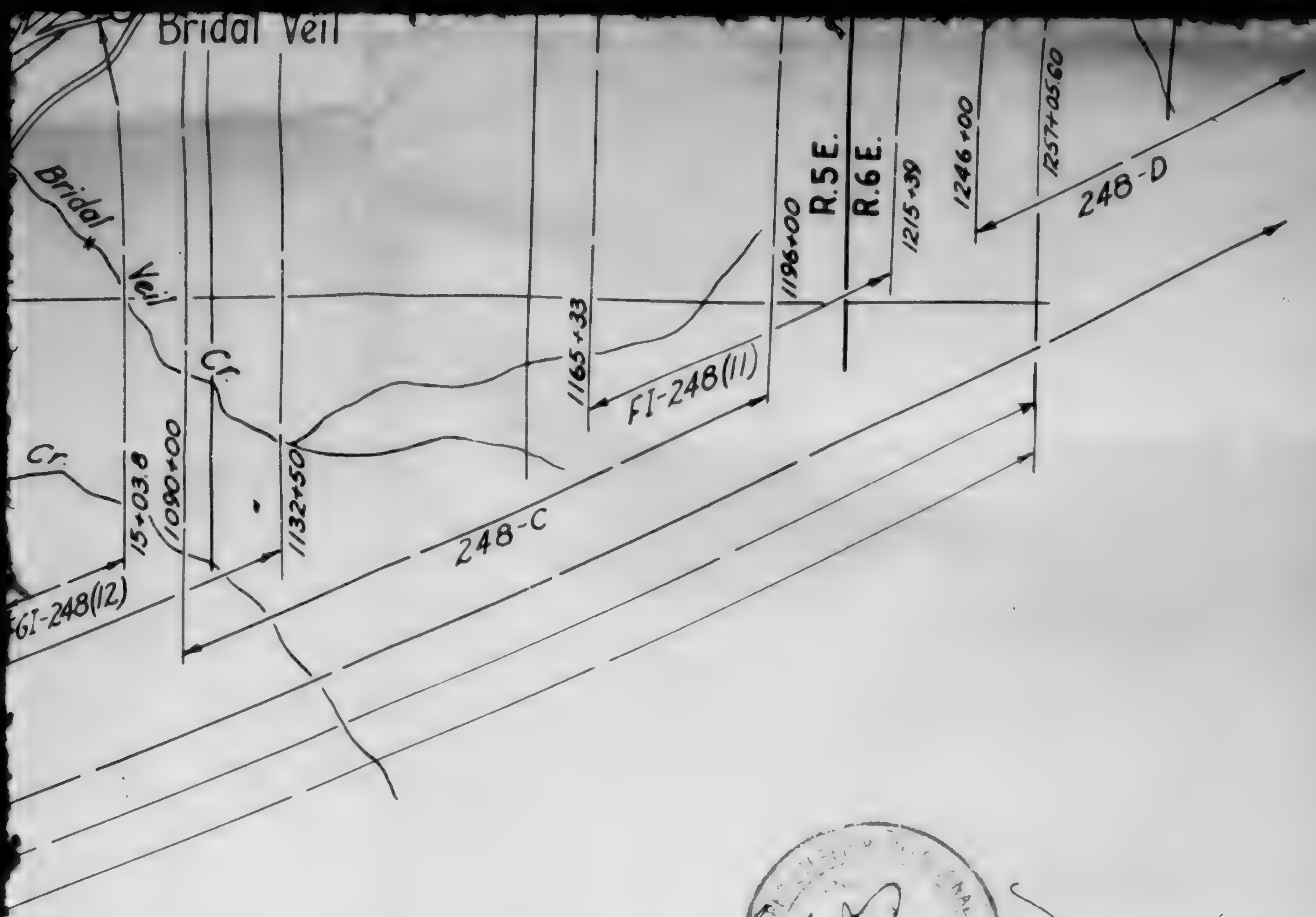

COLUMB
Rooster Rock
State Park
Rooster
Rock
Crown
Point
U.P.R.R. Co.
Bridal
Youngs
Cr.
7+16.7
FGI-248(12)
Latourell Cr.
R.4 E.
R.5 E.
880+00
892+50
FI-248(11)
I-82-2(5)22
248-A
FI-248(14)
I-82-2(7)15

n Map

Miles
½ 1

STATE H

M. K.
Kenneth N. R
Glenn L. Jo



Bridal Veil
Bridal Veil Cr.
Cr.
15+03.8
1090+00
1132+50
1165+33
1196+00
R.5E.
R.6E.
1215+39
1246+00
1257+05.60
FGI-248(12)
FI-248(11)
248-C
248-D

GS Paxson

G S PAXSON

REGISTERED PROFESSIONAL ENGINEER
1345
OREGON
AUG 4 1927
W C WILLIAMS

GS Paxson
Asst STATE HIGHWAY ENGINEER

STATE HIGHWAY COMMISSION

M. K. McIver	Chairman
nneth N. Fridley	Commissioner
lenn L. Jackson	Commissioner

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED:

DIVISION ENGINEER DATE

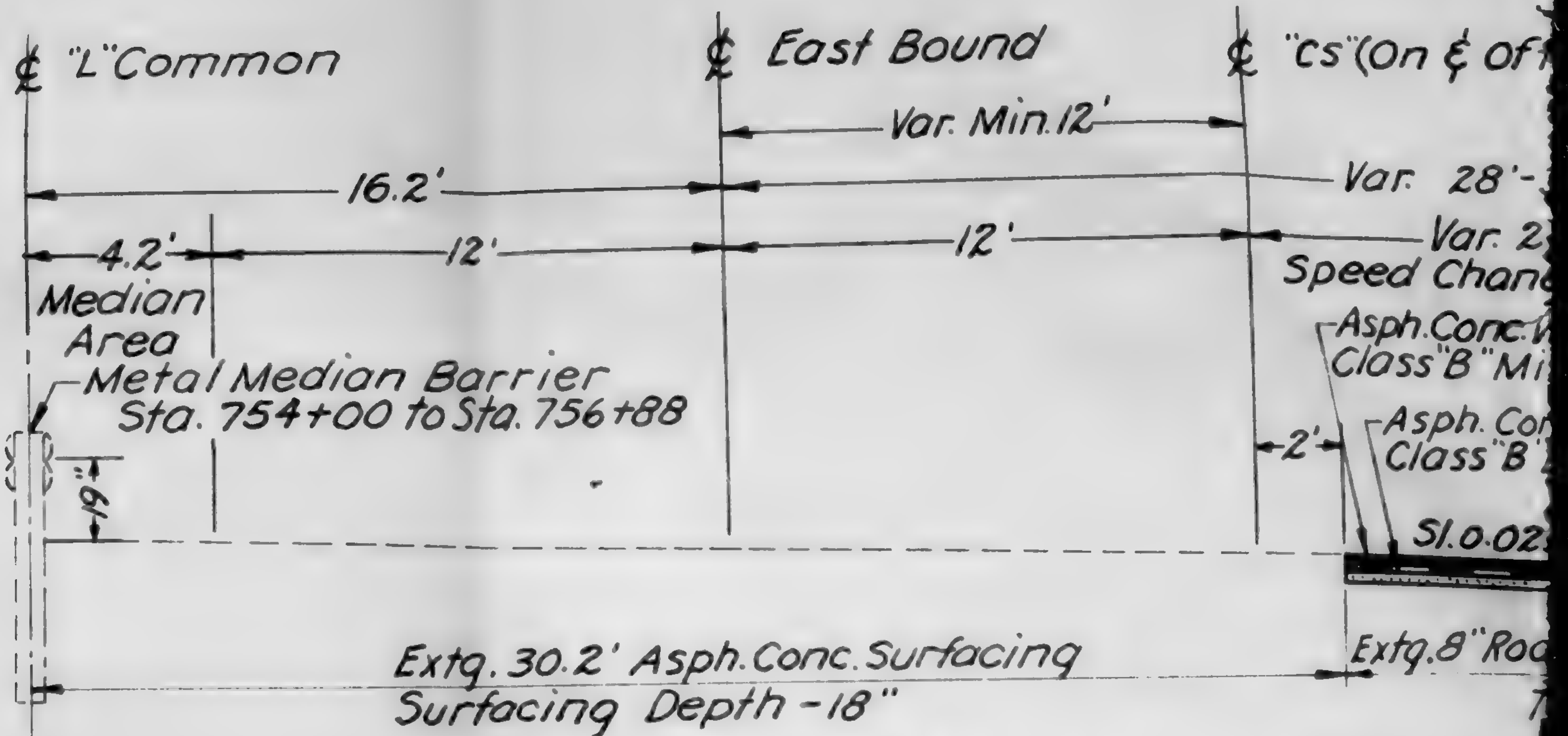
SUMMA

I T E M
Drainage Excavation, Unclassified
Embankment in place
12-inch Concrcte Pipe
Concrete Inlets, Type G-1
Concrete Inlets Type CG-1
Concrete Curb
Concrete Surfacing
Metal Guard Rail
Metal Median Barrier
Guide Posts, Type W-1
Guide Posts, Type Y-2
Guide Posts, Type Y-3
Type 2 Fence
Course Crushed Material in Base
¾"-0 Material in Base
Sprinkling
Class "B" Asphaltic Concrete
Asphaltic Concrete Traffic Markers

MARY

UNIT	NET QUANTITY	ALLOWANCE	TOTAL
Cu. Yd.	50	4	54
" "	2,790	270	3,060
Lin. Ft.	324	26	350
One	1		1
"	3		3
Cu. Yd.	60	4	64
Sq. Yd.	194	6	200
Lin. Ft.	863	37	900
"	288	12	300
One	4	1	5
"	6	1	7
"	1		1
Rod	46	4	50
Cu. Yd.	1,107	113	1,220
" "	312	28	340
M.-Gal.	38	2	40
Ton	1,103	57	1,160
Lin. Ft.	18	2	20

TYPICAL SECTION

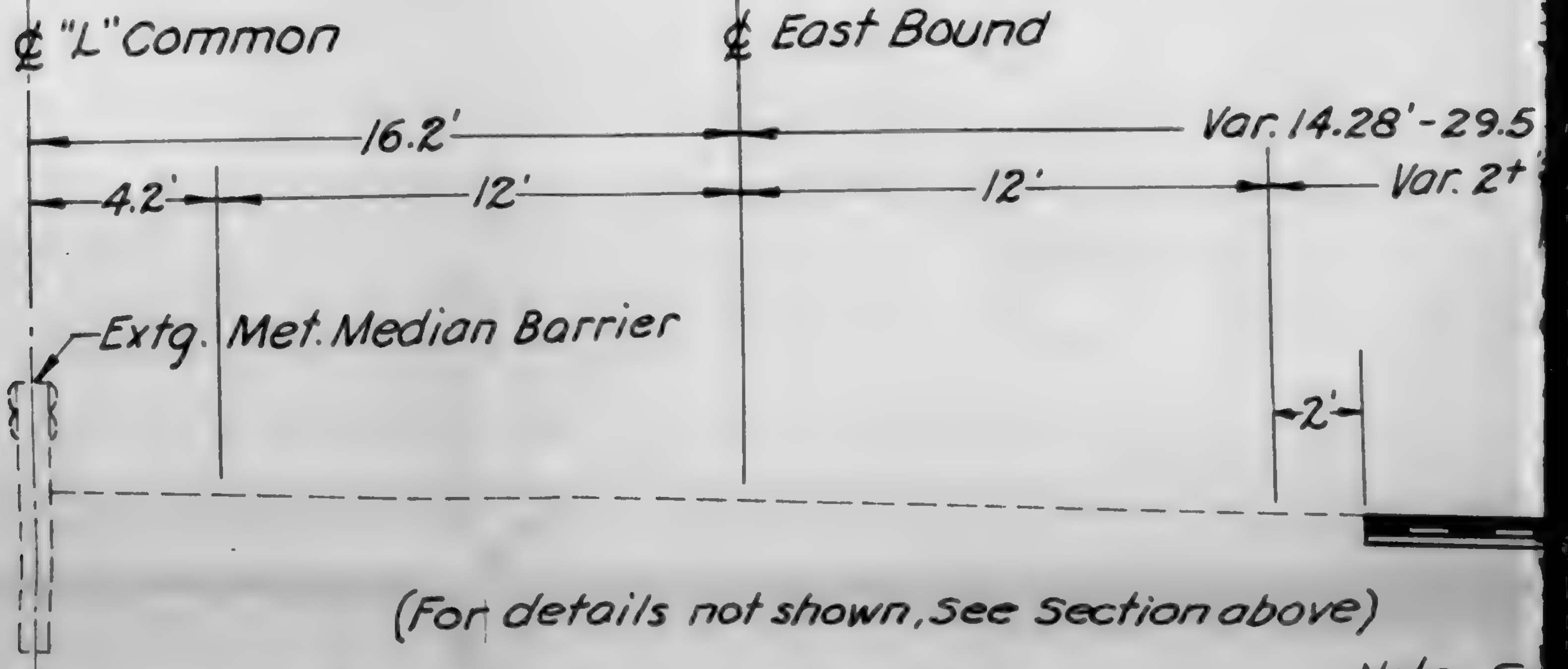


℄ "L" Common
℄ East Bound
℄ "CS" (On ℄ Of
Var. Min. 12'
16.2'
Var. 28'-
4.2'
12'
12'
Var. 2
Speed Chan
Median Area
Metal Median Barrier
Sta. 754+00 to Sta. 756+88
Asph. Conc.
Class "B" Mi
2'
Asph. Co
Class "B"
16"
Sl. 0.02
Extg. 30.2' Asph. Conc. Surfacing
Surfacing Depth -18"
Extg. 8" Ro
Comp. Th

STA "L" 734+72 TO {STA. "L" 736+50.00 (28.2' RT.) = STA "CS" 736+50.00} EQUA.

STA. "CS" 736+50 TO STA. "CS" 736+77.50

STA. "CS" 756+50 TO {STA "CS" 757+91.50 = STA "L" 158+00 (28.2' RT.)} EQUA.



℄ "L" Common
℄ East Bound
16.2'
Var. 14.28'-29.5
4.2'
12'
12'
Var. 2±
Extg. Met. Median Barrier
2'

(For details not shown, See Section above)

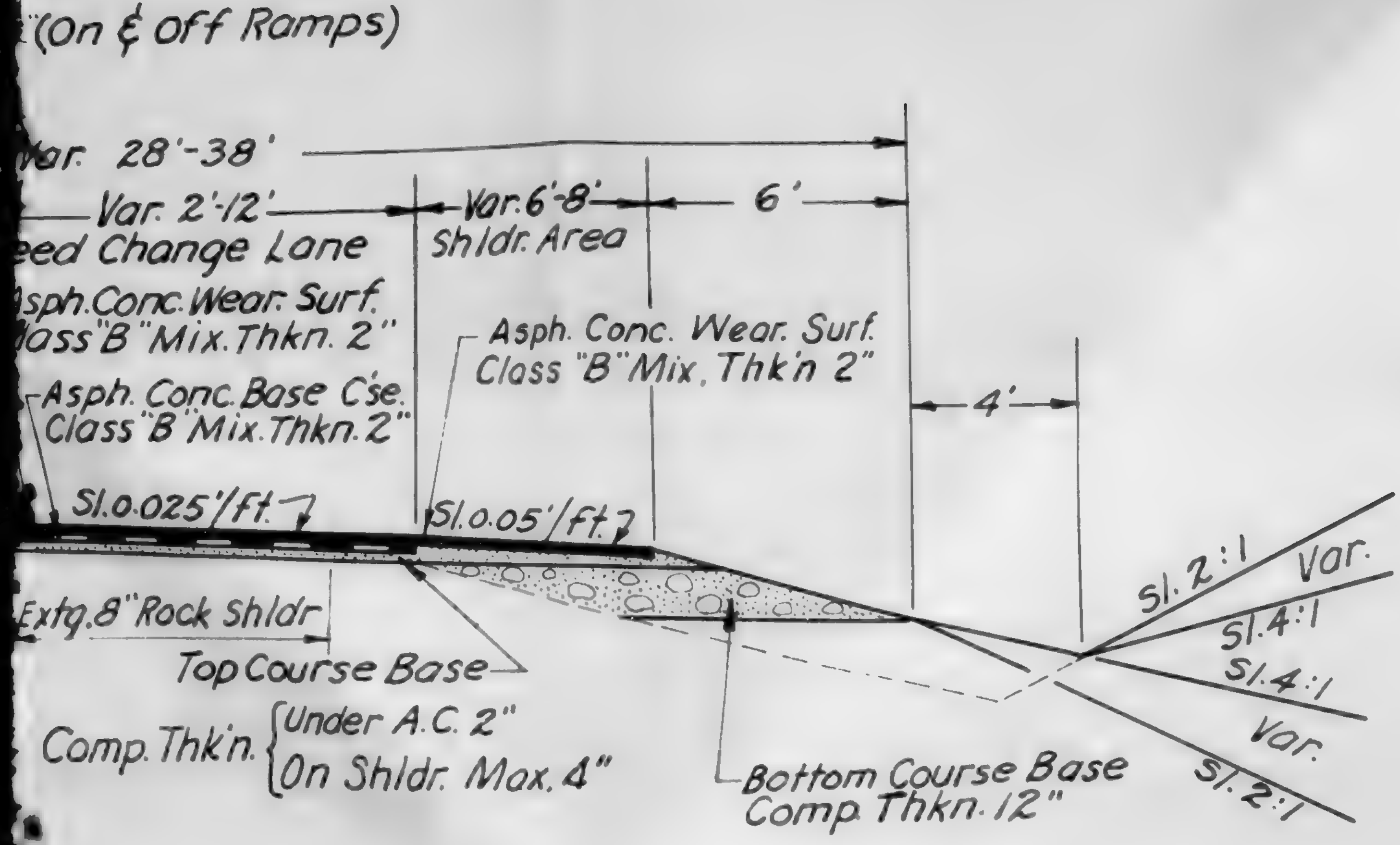
Note: Se
cu

STA. "CS" 736+77.50 TO STA. "CS" 740+10.0
STA. "CS" 753+00 TO STA. "CS" 756+50

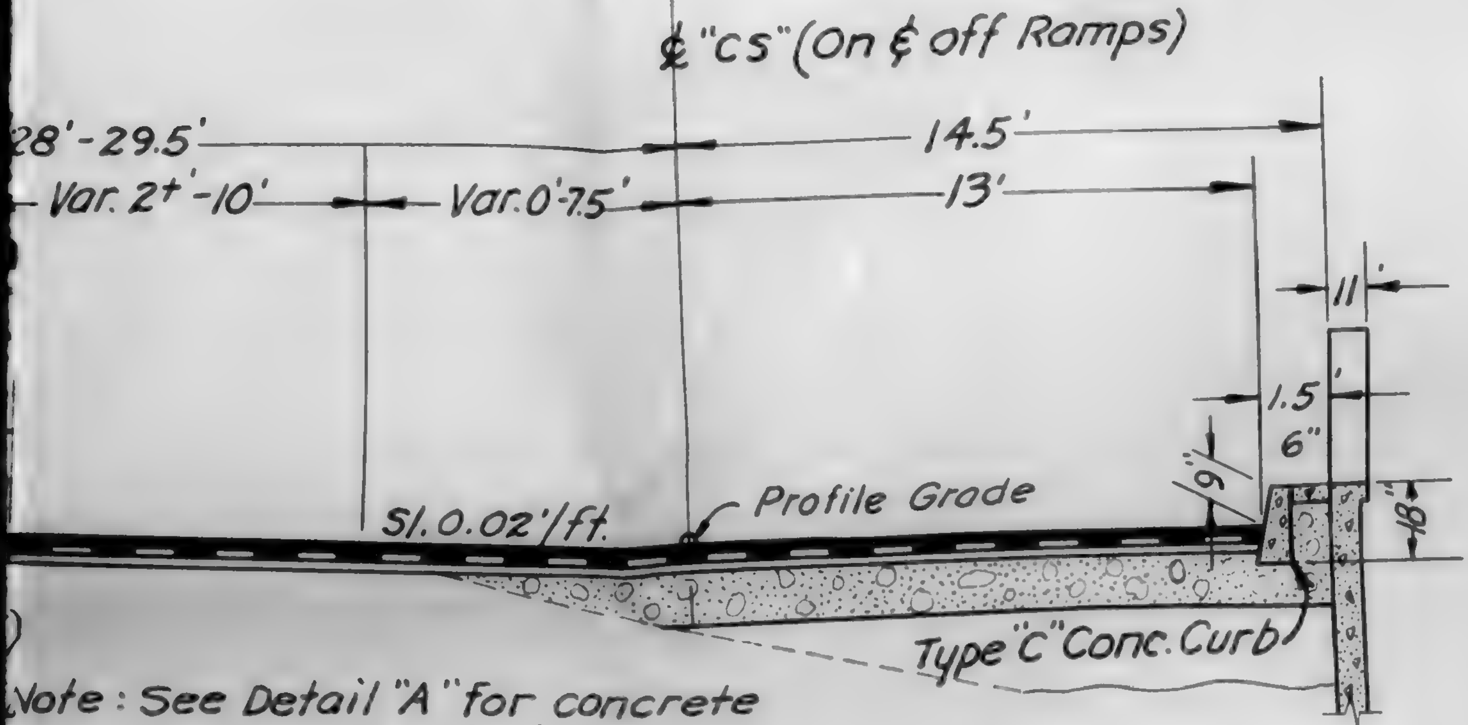
℄ "L" Common
℄ East Bound
16.2'
29.5'

IONS

SANDY RIVER-MULTNOMAH FALLS SECTION COLUMBIA RIVER HIGHWAY MULTNOMAH COUNTY				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-80N-2(14)20		See Index

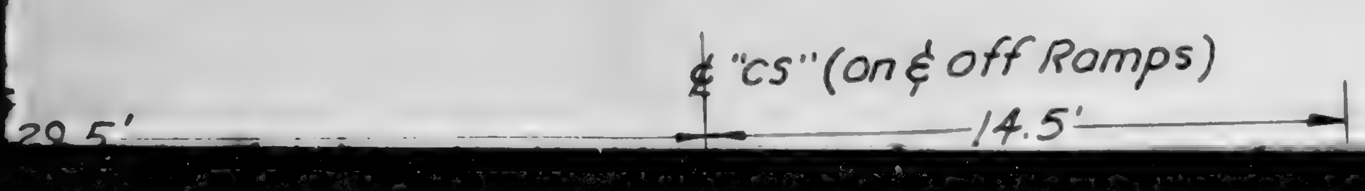


(On & off Ramps)
Var. 28'-38'
Var. 2'-12'
Var. 6'-8'
6'
eed Change Lane
Shldr. Area
Asph. Conc. Wear. Surf.
lass "B" Mix. Thkn. 2"
Asph. Conc. Wear. Surf.
Class "B" Mix. Thk'n 2"
Asph. Conc. Base C'se.
Class "B" Mix. Thkn. 2"
4'
Sl. 0.025'/ft.
Sl. 0.05'/ft.
Sl. 2:1
Var.
Sl. 4:1
Sl. 4:1
Var.
Sl. 2:1
Extg. 8" Rock Shldr
Top Course Base
Comp. Thk'n. {Under A.C. 2"
On Shldr. Max. 4"
Bottom Course Base
Comp. Thkn. 12"

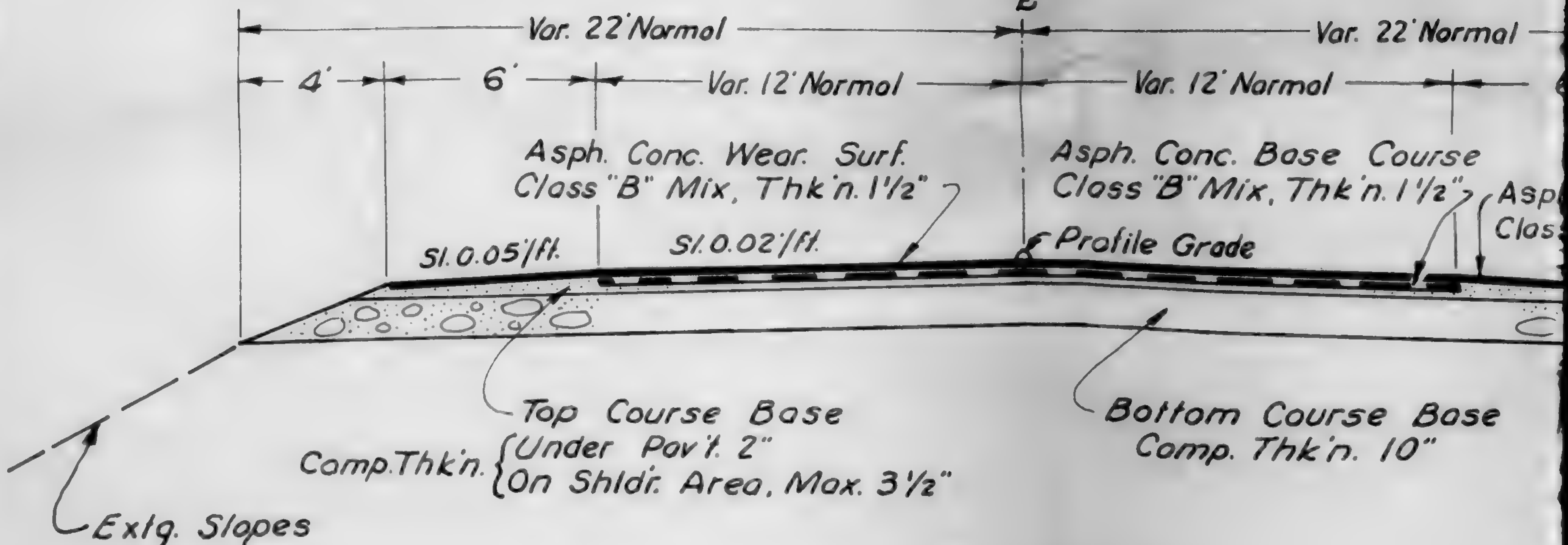


℄ "CS" (On & off Ramps)
28'-29.5'
14.5'
Var. 2+'-10'
Var. 0'-7.5'
13'
11'
1.5'
6"
9"
18"
Profile Grade
Sl. 0.02'/ft.
Type "C" Conc. Curb

Note: See Detail "A" for concrete curb and surfacing

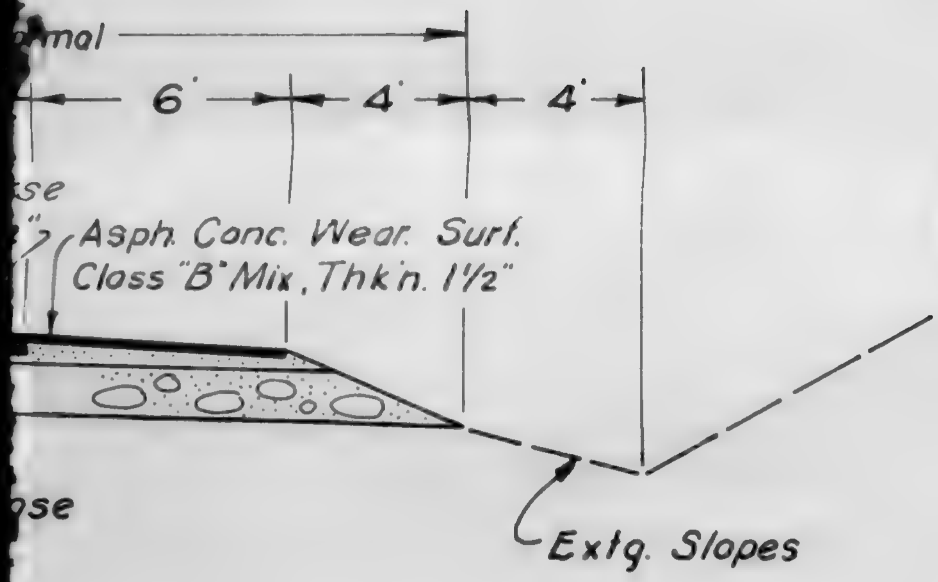


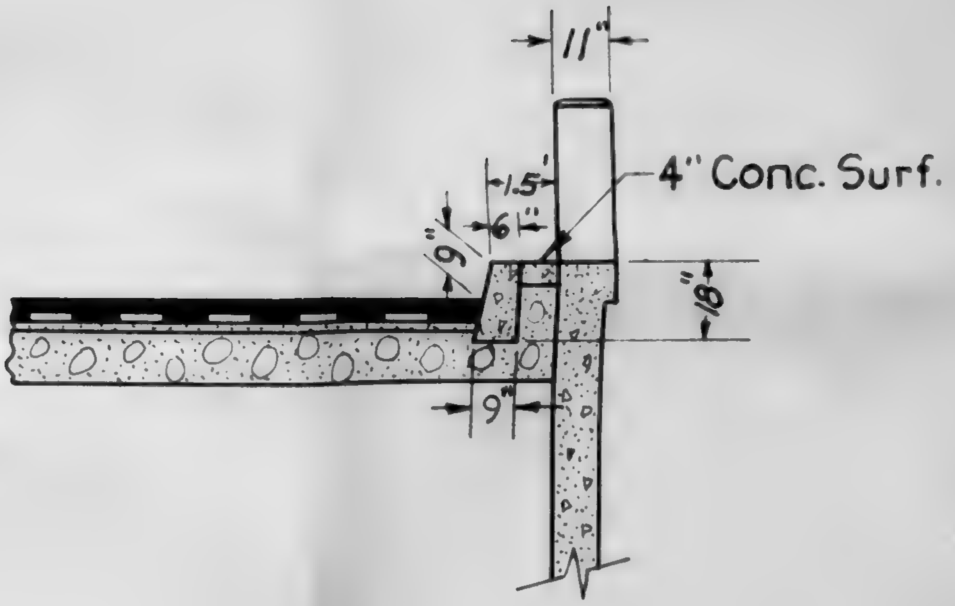
℄ "CS" (on & off Ramps)
29.5'
14.5'



℄
Var. 22' Normal
Var. 22' Normal
4'
6'
Var. 12' Normal
Var. 12' Normal
Asph. Conc. Wear. Surf.
Class "B" Mix, Thk'n. 1½"
Asph. Conc. Base Course
Class "B" Mix, Thk'n. 1½"
Asp
Clas
Sl. 0.05'/ft.
Sl. 0.02'/ft.
Profile Grade
Top Course Base
Comp. Thk'n. {Under Pav't. 2"
On Shldr. Area, Max. 3½"
Bottom Course Base
Comp. Thk'n. 10"
Exlg. Slopes

CB LINE


rmal
6'
4'
4'
se
Asph. Conc. Wear. Surf.
Class "B" Mix, Thk'n. 1½"
se
Extg. Slopes

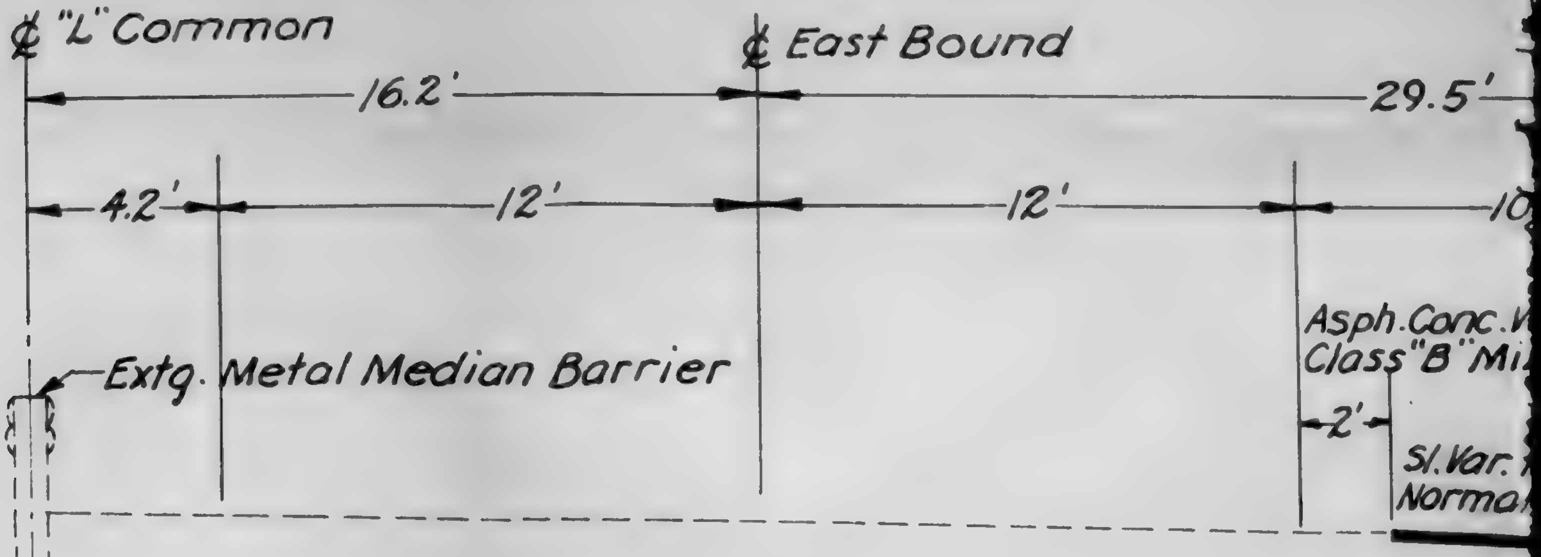

11"
1.5'
6"
4" Conc. Surf.
9"
18"
9"

DETAIL "A"
Conc. Curb & Surfacing.

(For details not shown, See Section above)

Note :

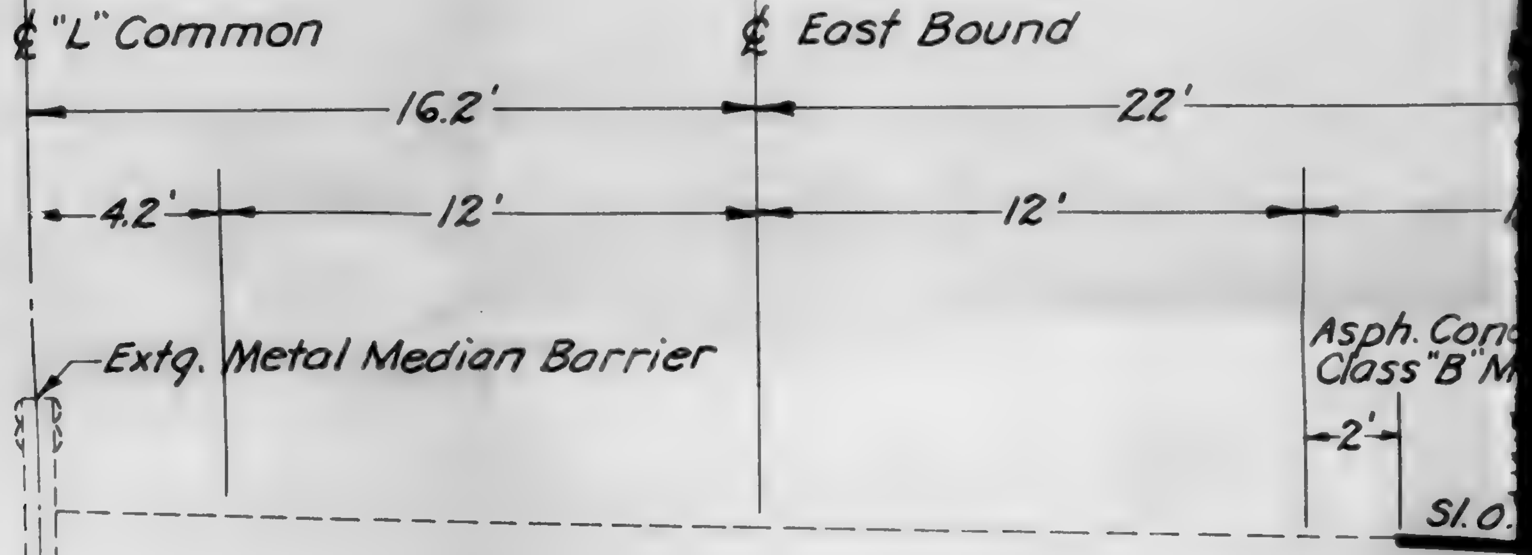
STA."CS" 736+77.50 TO STA."CS" 740+10.0
STA."CS" 753+00 TO STA."CS" 756+50



¢ "L" Common
¢ East Bound
16.2'
29.5'
4.2'
12'
12'
Asph. Conc.
Class "B"
Extg. Metal Median Barrier
2'
Sl. Var.
Norma

(For details not shown, See Section above)

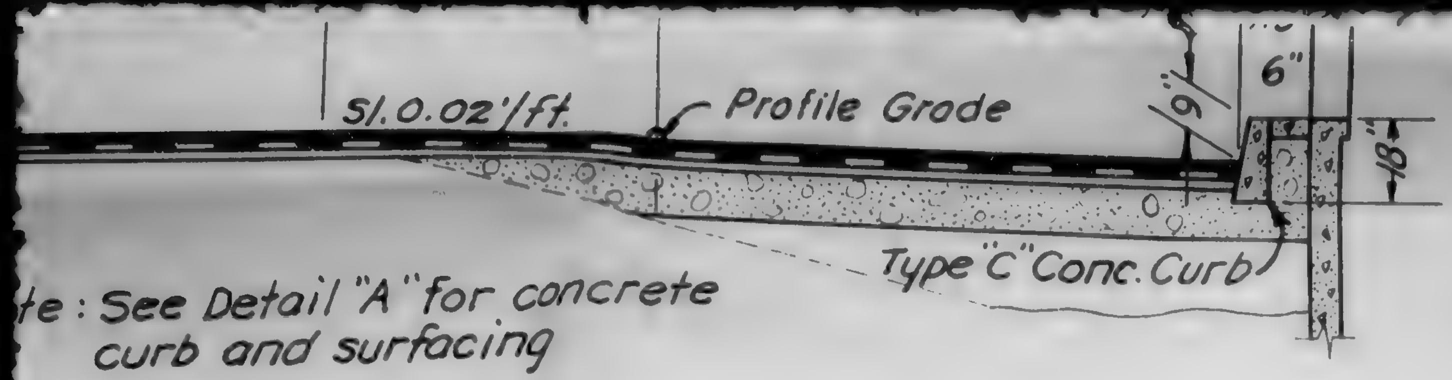
STA "CS" 740+10 TO STA."CS"
STA "CS" 750+68.1 TO STA."CS

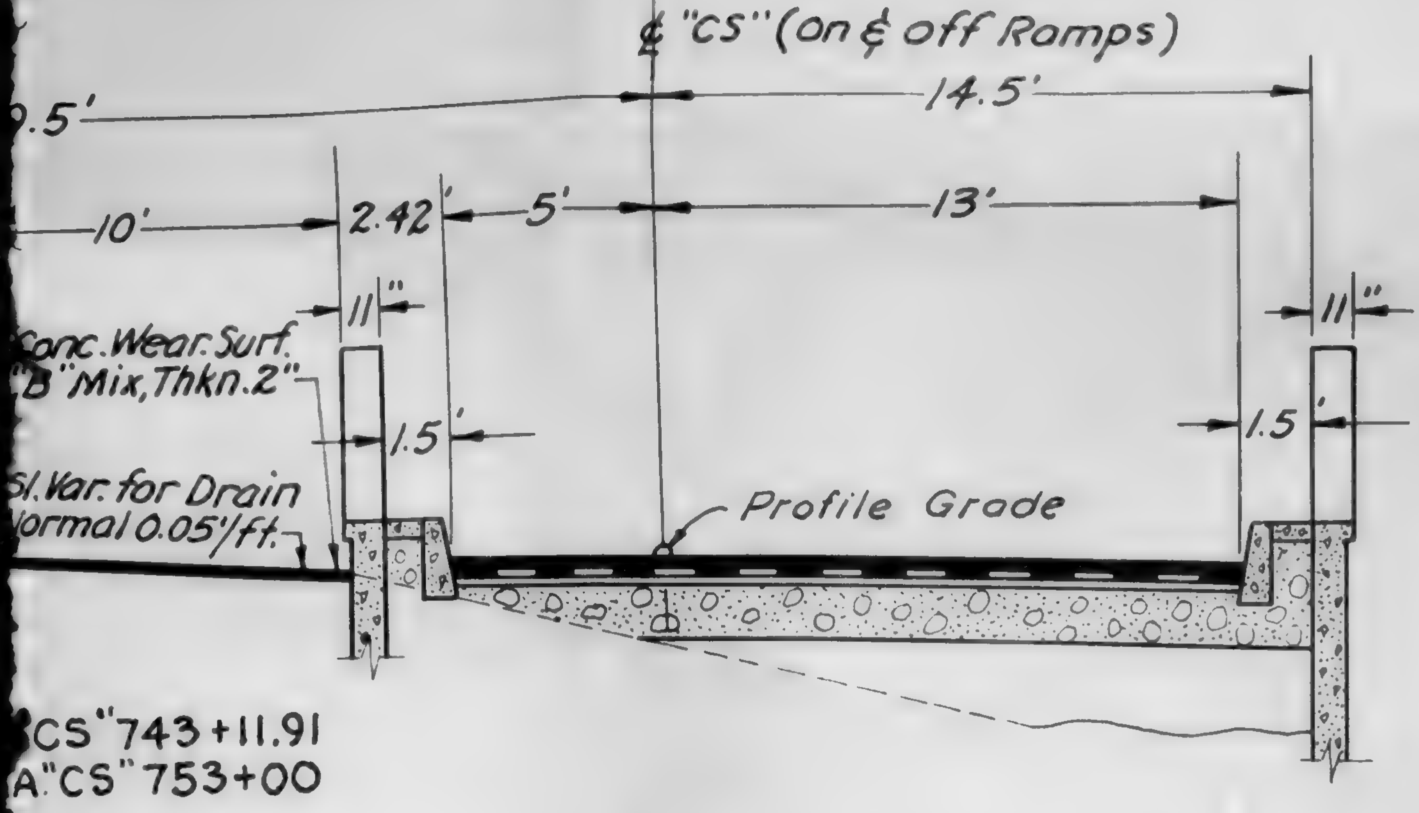


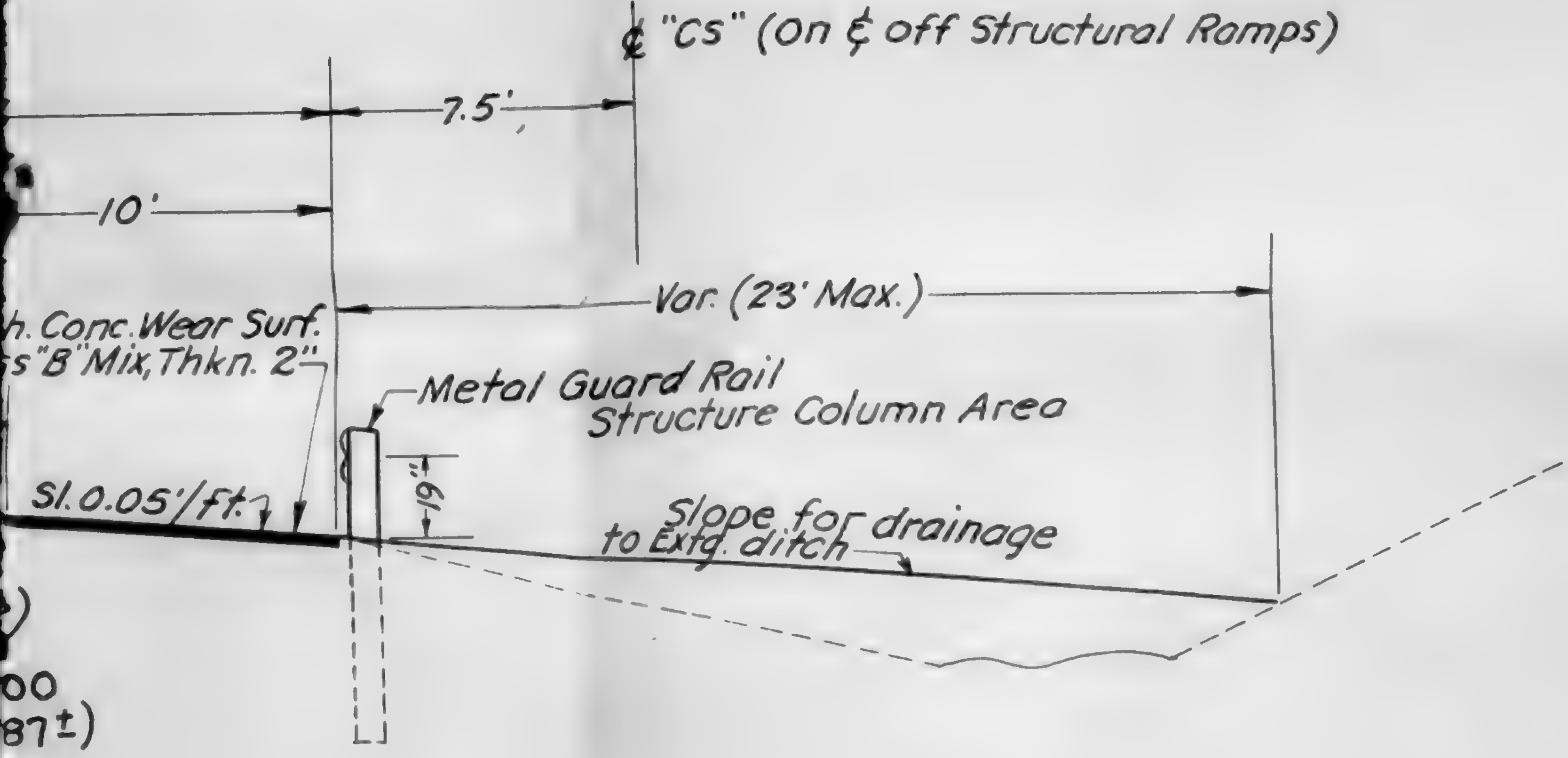
¢ "L" Common
¢ East Bound
16.2'
22'
4.2'
12'
12'
Asph. Conc
Class "B"
Extg. Metal Median Barrier
2'
Sl. 0.

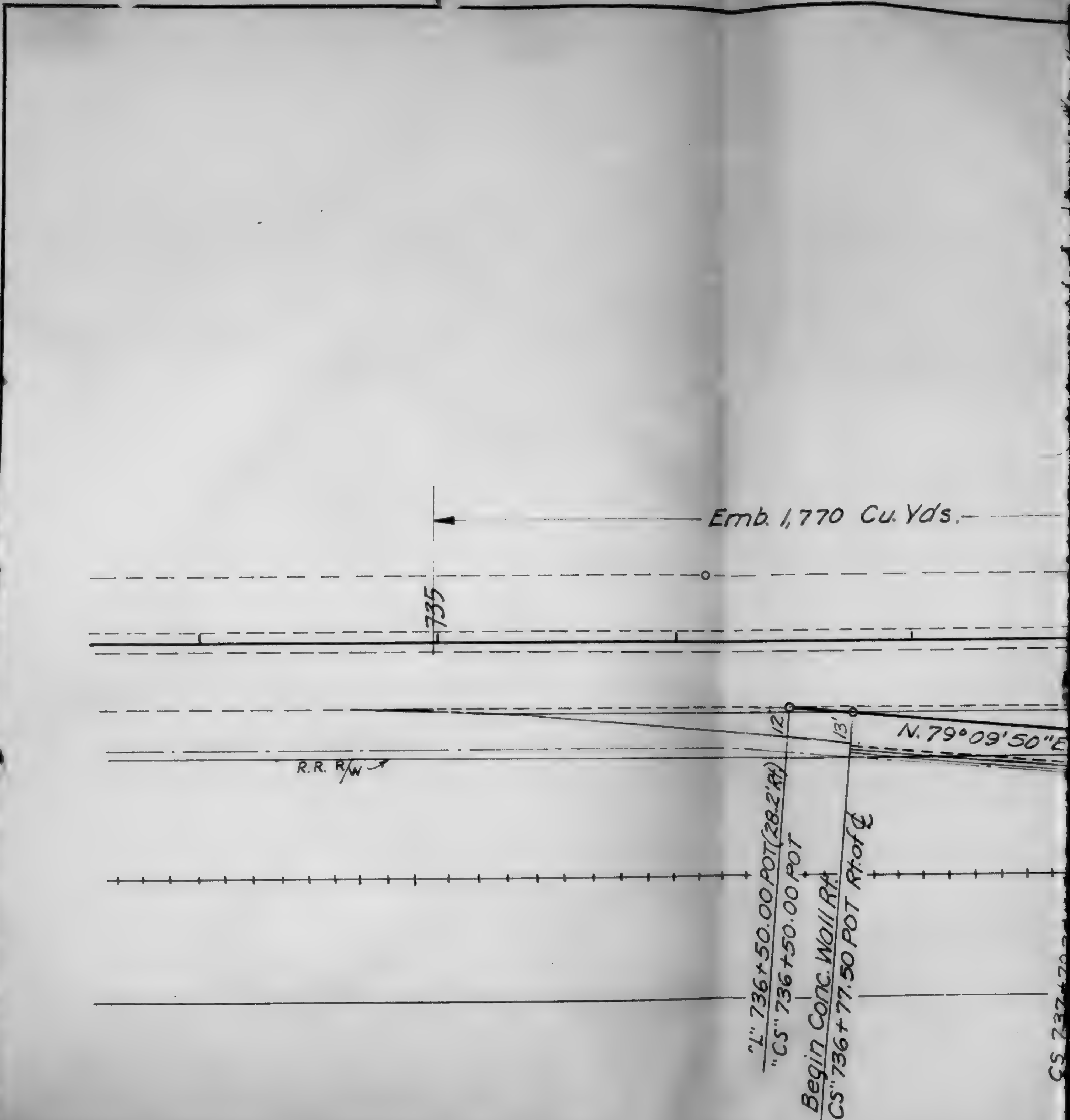
(For details not shown, see section above)

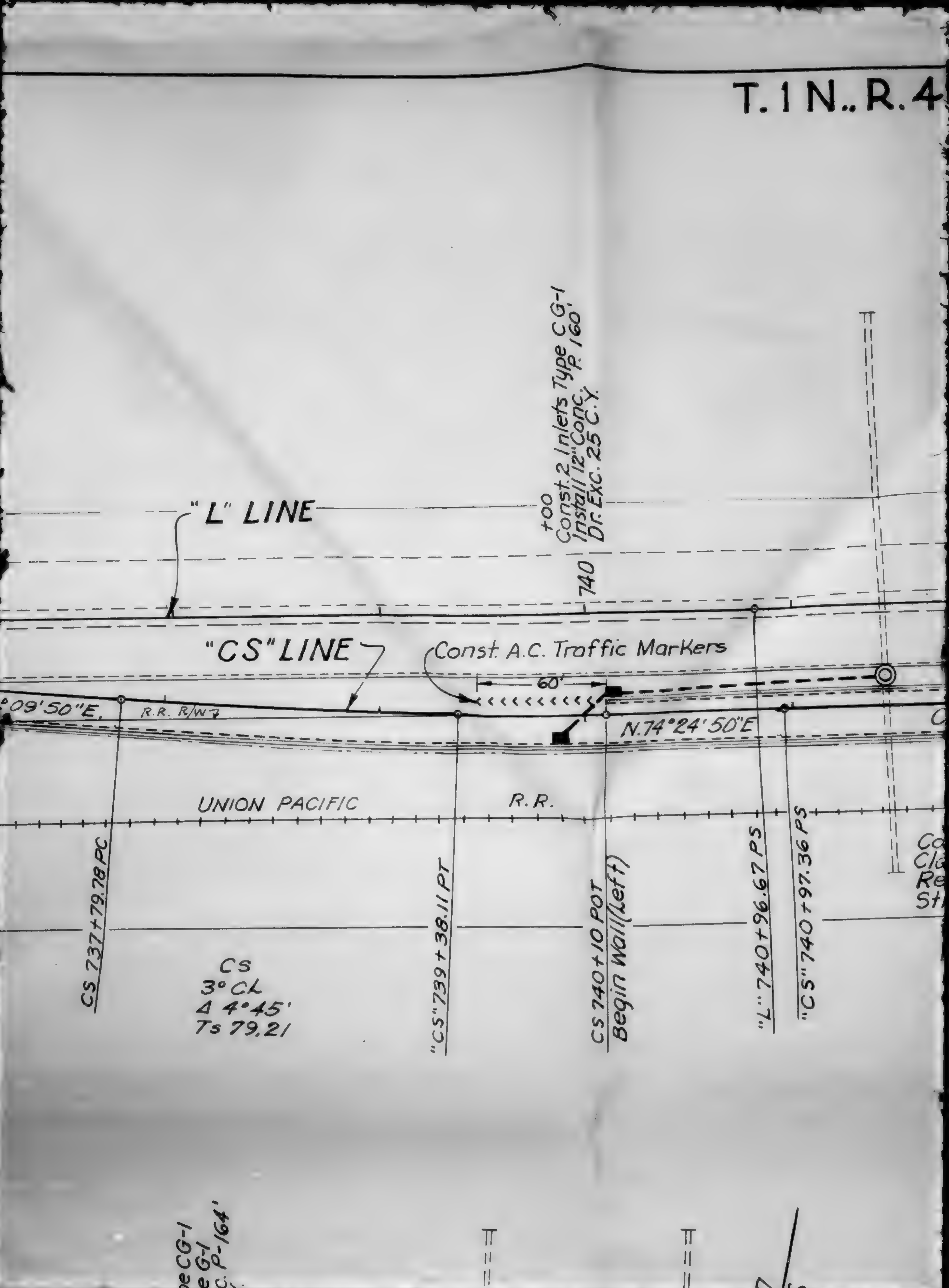
STA."CS" 743+11.50 TO STA."CS" 750+00
(STA."L" 743+22± TO STA."L" 750+87±)

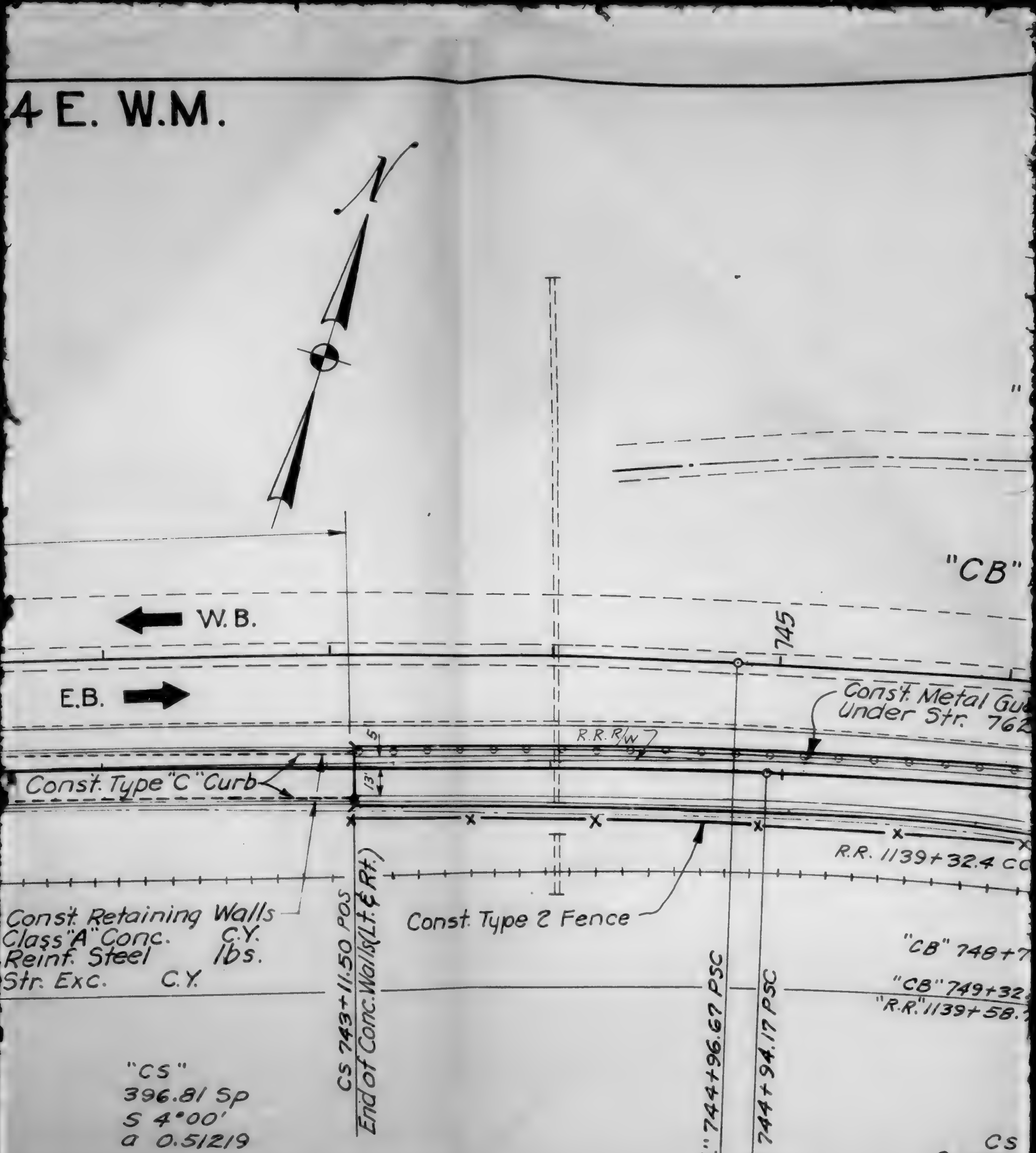

Sl. 0.02'/ft.
Profile Grade
6"
9"
18"
Type "C" Conc. Curb
te : See Detail "A" for concrete
curb and surfacing


℄ "CS" (On & off Ramps)
.5'
14.5'
10'
2.42'
5'
13'
11"
11"
Conc. Wear. Surf.
"B" Mix, Thkn. 2"
1.5'
1.5'
Sl. Var. for Drain
Normal 0.05'/ft.
Profile Grade
"CS" 743+11.91
A. "CS" 753+00


℄ "CS" (On & off Structural Ramps)
7.5'
10'
Var. (23' Max.)
h. Conc. Wear Surf.
s "B" Mix, Thkn. 2"
Metal Guard Rail
Structure Column Area
19"
Sl. 0.05'/ft.
Slope for drainage
to Extg. ditch
)
00
87±)

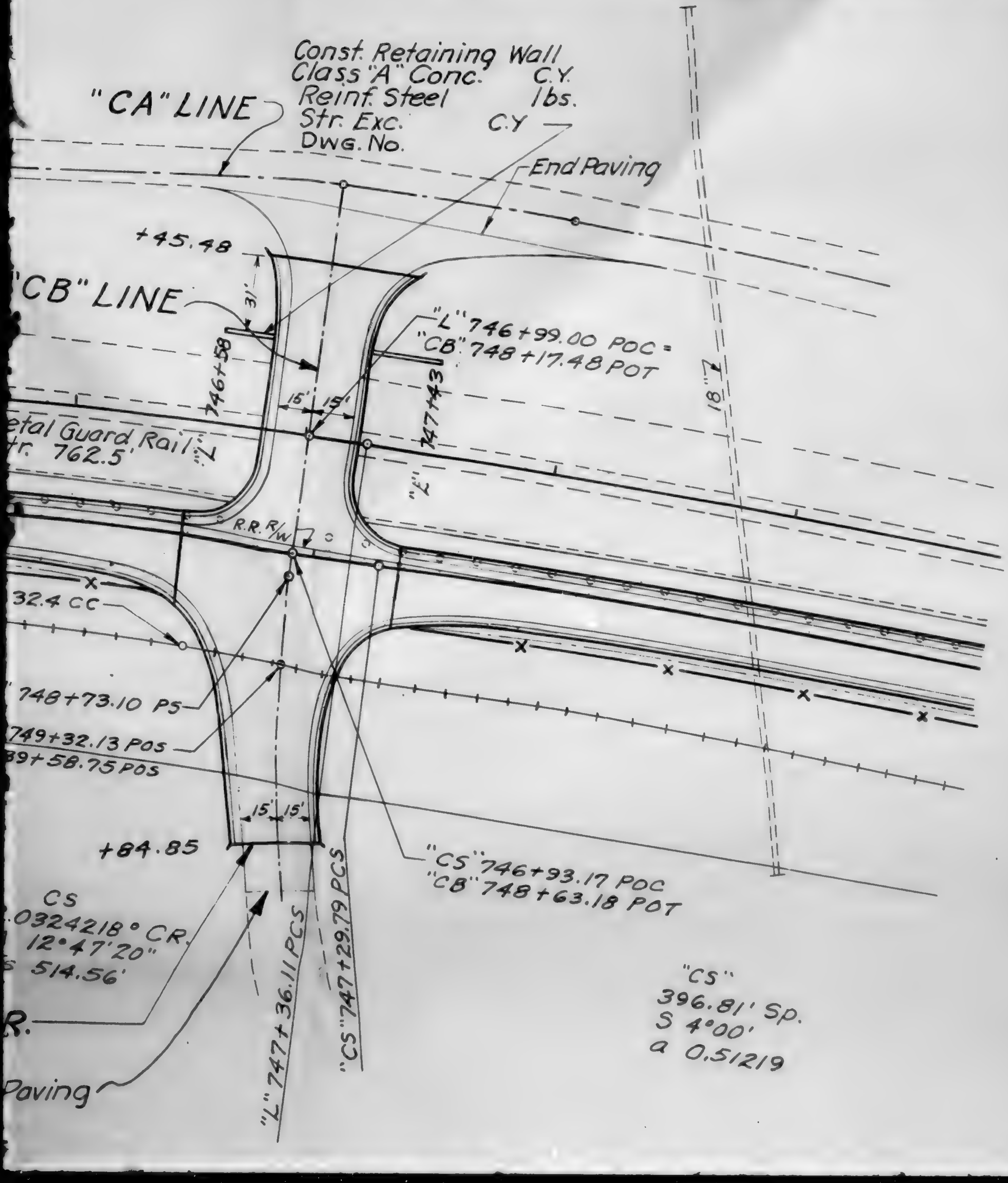

Emb. 1,770 Cu. Yds.
735
12'
13'
N. 79°09'50"E
R.R. R/W
"L" 736+50.00 POT (28.2' Rt.)
"CS" 736+50.00 POT
Begin Conc. Wall Rt.
"CS" 736+77.50 POT Rt. of ℄
CS 737


T. 1 N., R. 4
+00
Const. 2 Inlets Type CG-1
Install 12" Conc. P. 160'
Dr. Exc. 25 C.Y.
"L" LINE
740
"CS" LINE
Const. A.C. Traffic Markers
60'
°09'50"E.
R.R. R/W
N.74°24'50"E
UNION PACIFIC R.R.
CS 737+79.78 PC
CS
3° CL
Δ 4°45'
Ts 79.21
"CS" 739+38.11 PT
CS 740+10 POT
Begin Wall (Left)
"L" 740+96.67 PS
"CS" 740+97.36 PS
Co
Cla
Re
Str
pe CG-1
e G-1
c. P-164'

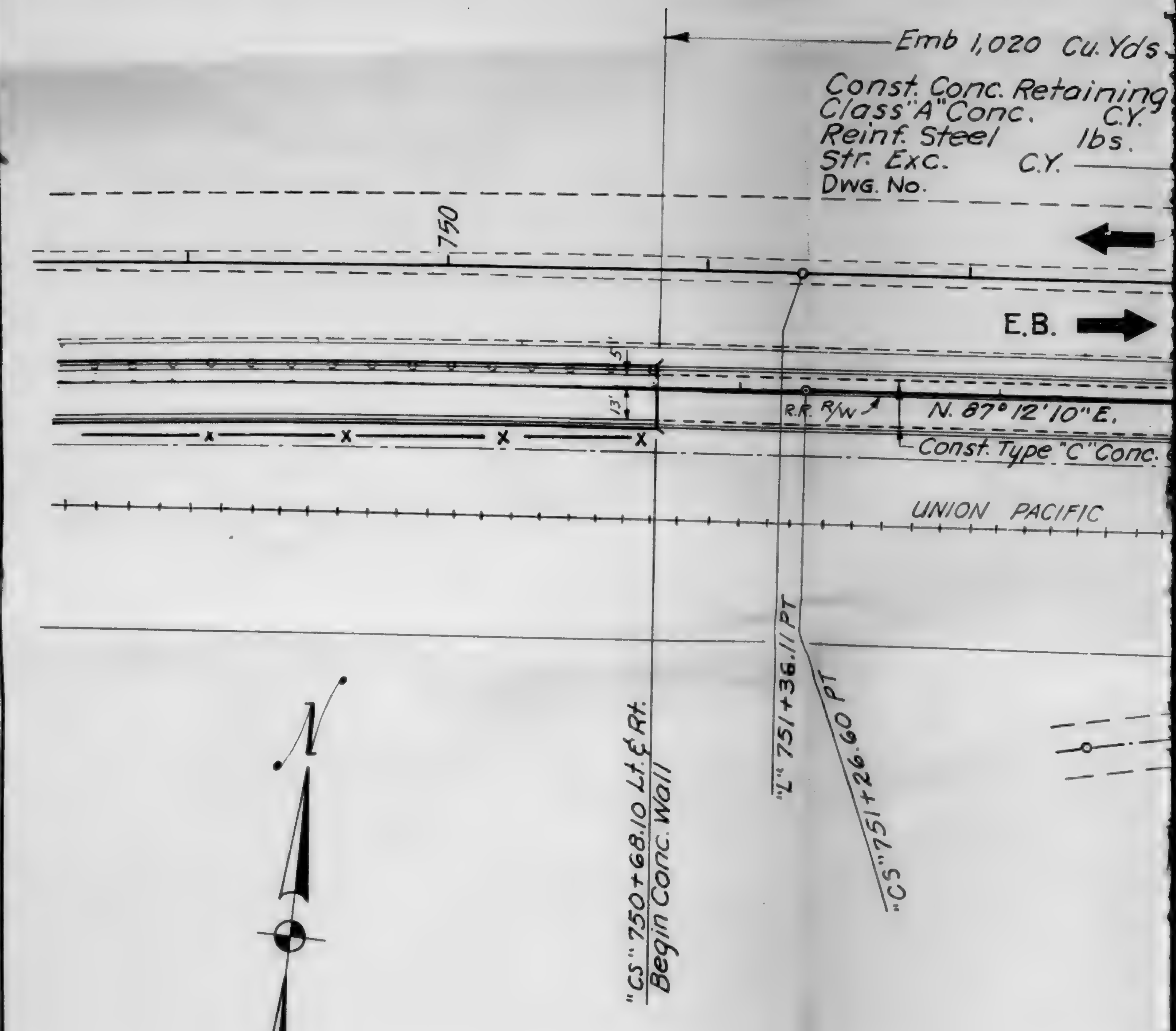

4 E. W.M.
N
W.B.
E.B.
745
"CB"
"
Const. Metal Gu
Under Str. 762
R.R. R/W
5'
13'
Const. Type "C" Curb
R.R. 1139+32.4 CC
Const. Retaining Walls
Class "A" Conc. C.Y.
Reinf. Steel lbs.
Str. Exc. C.Y.
Const. Type 2 Fence
"CB" 748+7
"CB" 749+32
"R.R." 1139+58.
CS 743+11.50 POS
End of Conc. Walls (Lt. & Rt.)
"L" 744+96.67 PSC
CS 744+94.17 PSC
"CS"
396.81 Sp
S 4°00'
a 0.51219
CS
2.0324
Δ 12°
Ts 514.
CONST. R.C.D.G. & S.G. STR.
DWG. NO'S.
End Paving

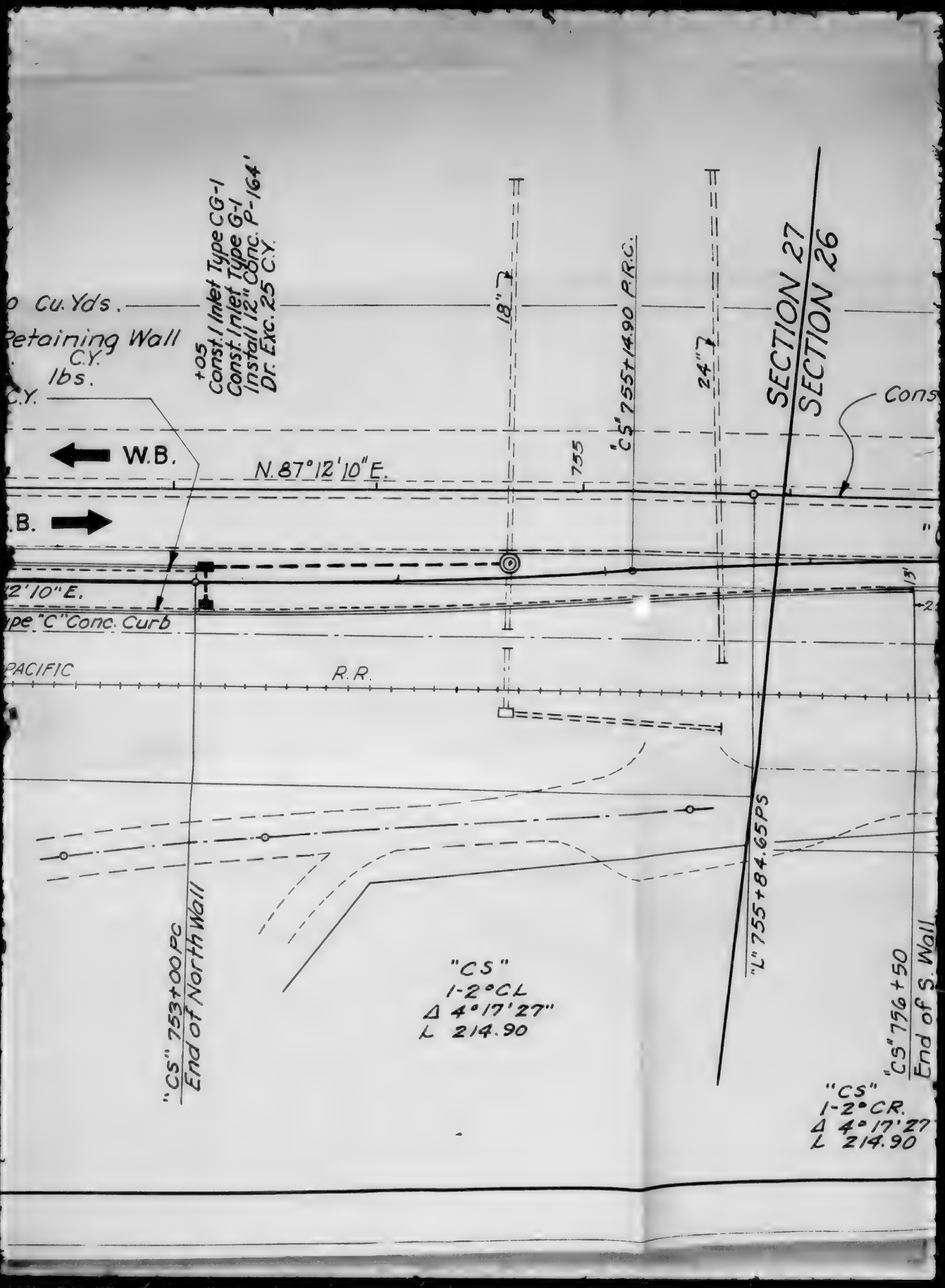
SANDY RIVER–MULTNOMAH FALLS SECTION
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

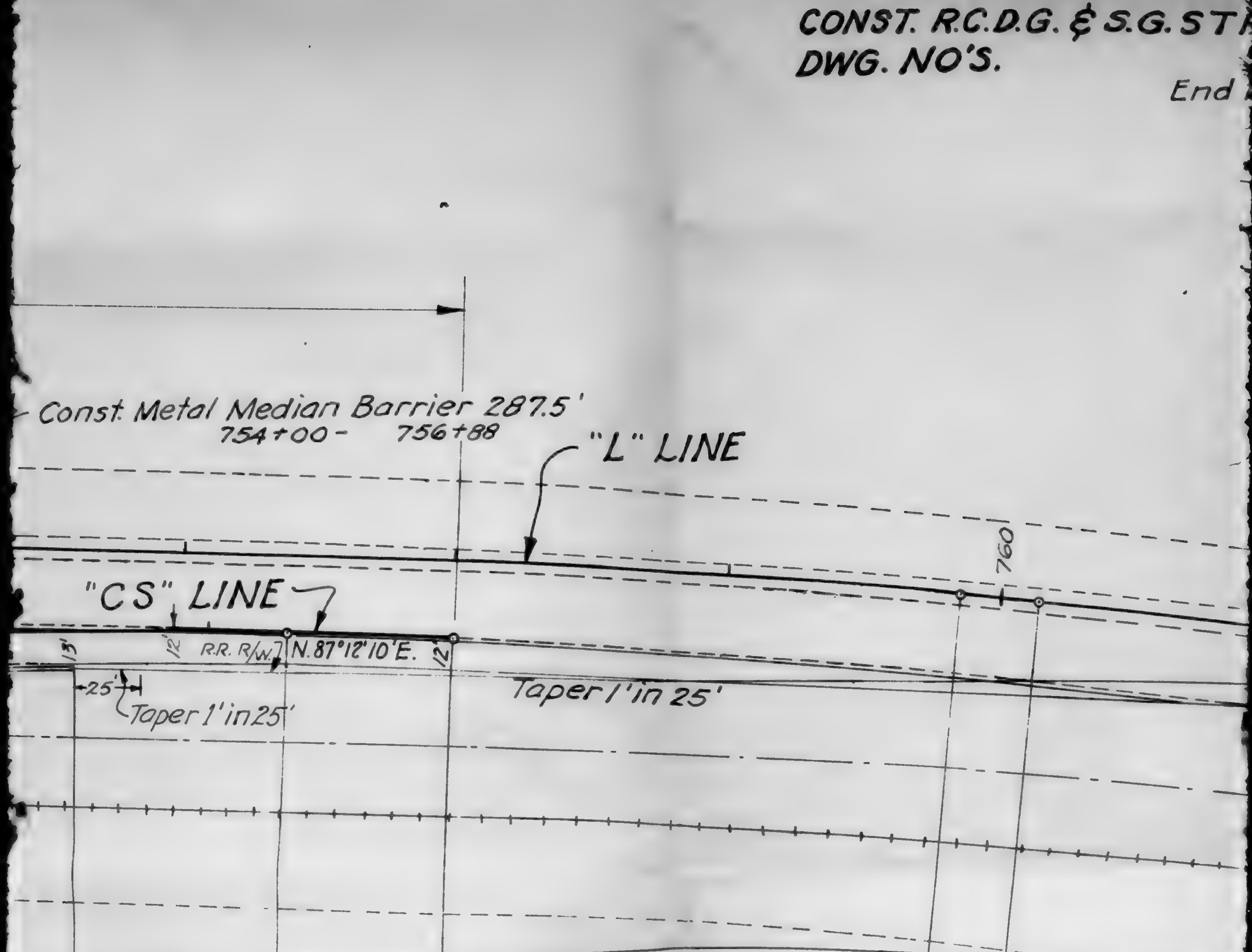
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
8	OREGON	I-80N:2(14)20			See Index

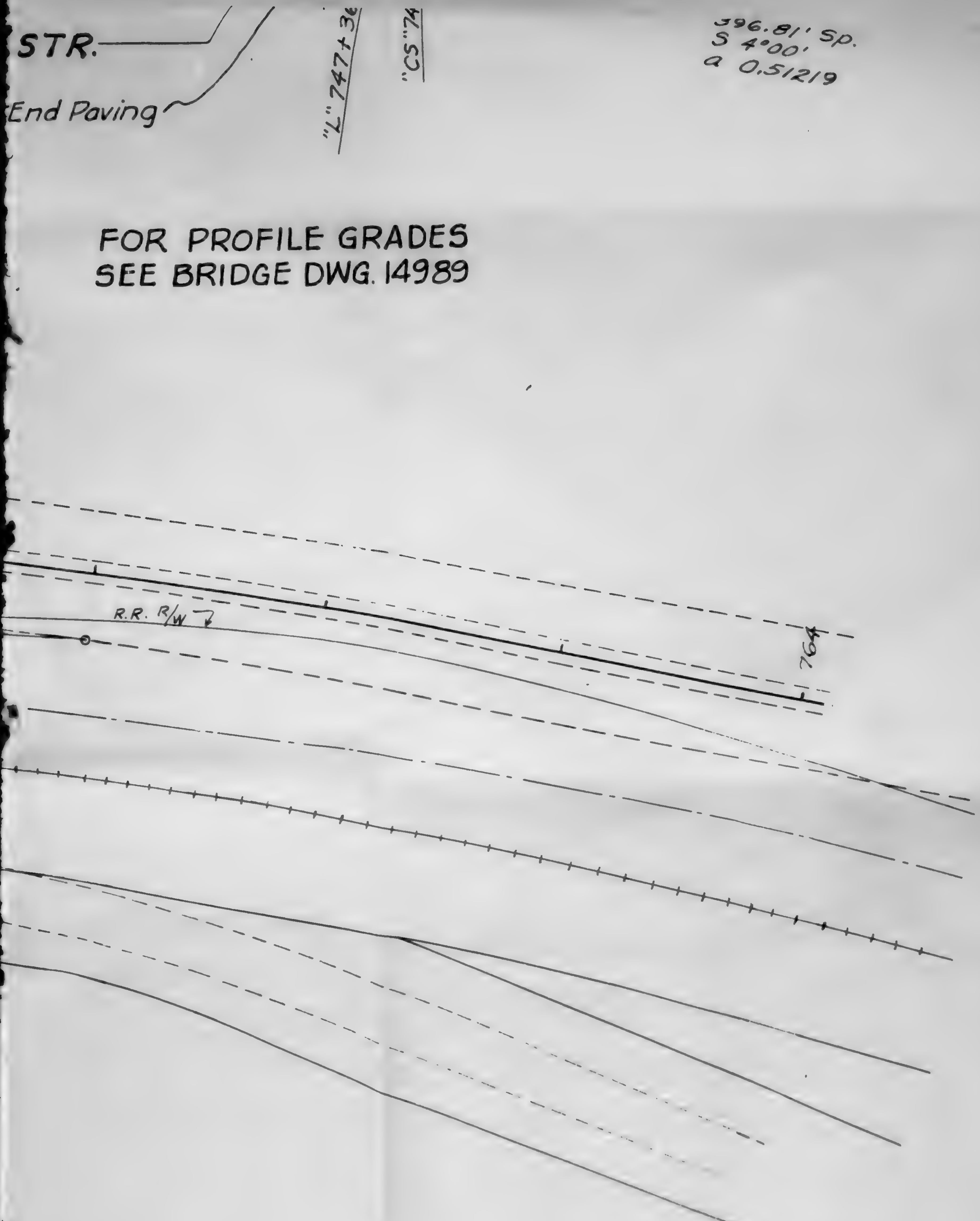


Const. Retaining Wall
Class "A" Conc. C.Y.
Reinf. Steel lbs.
Str. Exc. C.Y.
Dwg. No.
"CA" LINE
End Paving
+45.48
"CB" LINE
31'
746+58
747+43
"L" 746+99.00 POC =
"CB" 748+17.48 POT
18"
15'
15'
etal Guard Rail
tr. 762.5'
"L"
"E"
R.R. R/W
32.4 CC
748+73.10 PS
749+32.13 POS
39+58.75 POS
15'
15'
+84.85
"CS" 746+93.17 POC
"CB" 748+63.18 POT
CS
.0324218° CR.
12°47'20"
514.56'
R.
Paving
"L" 747+36.11 PCS
"CS" 747+29.79 PCS
"CS"
396.81' Sp.
S 4°00'
a 0.51219

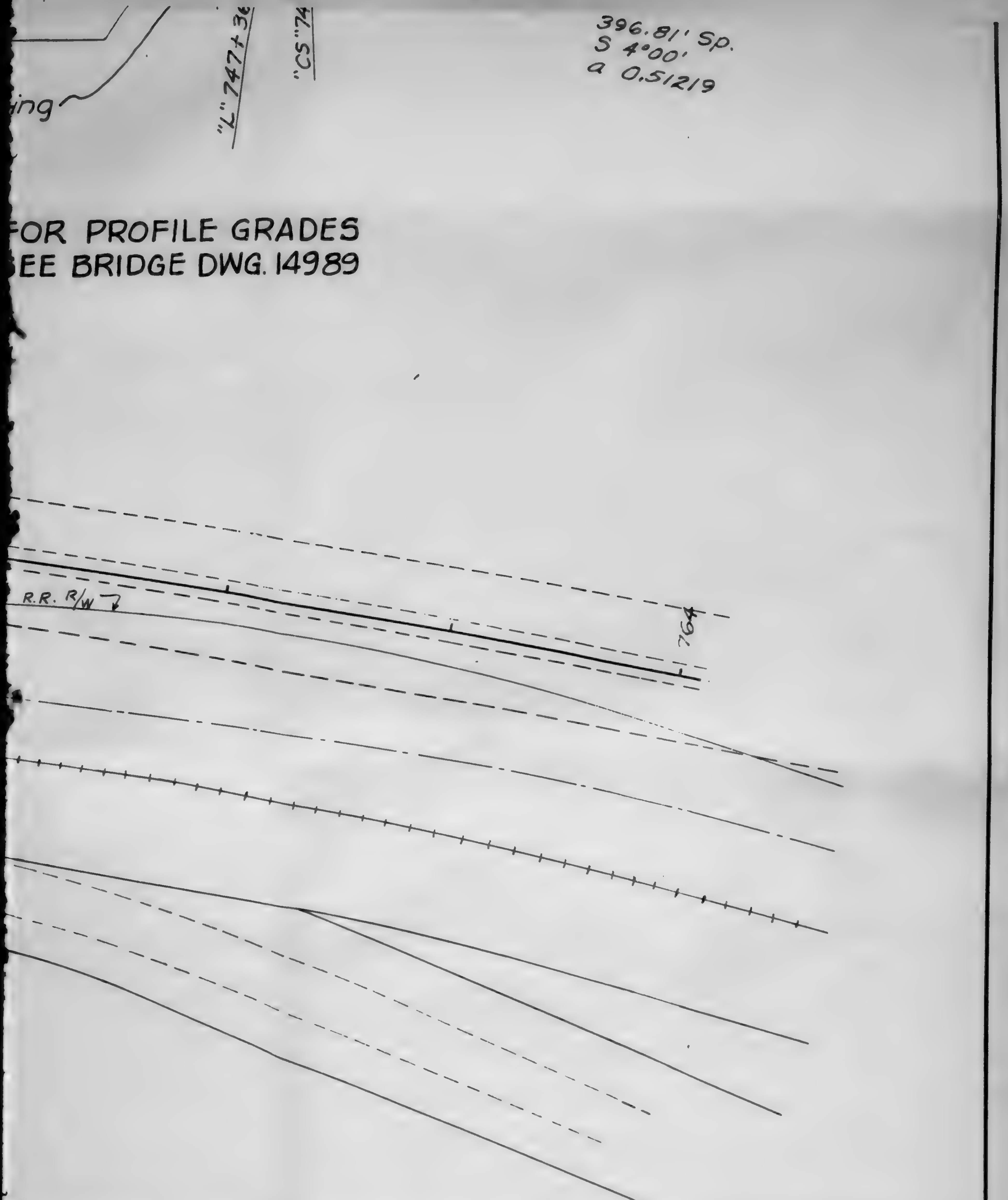

Emb 1,020 Cu. Yds
Const. Conc. Retaining
Class "A" Conc. C.Y.
Reinf. Steel lbs.
Str. Exc. C.Y.
Dwg. No.
750
E.B.
5'
13'
R.R. R/W
N. 87° 12' 10" E.
Const. Type "C" Conc.
UNION PACIFIC
"CS" 750+68.10 Lt. ℄ Rt.
Begin Conc. Wall
"L" 751+36.11 PT
"CS" 751+26.60 PT
N


o Cu. Yds.
Retaining Wall
C.Y.
lbs.
C.Y.
+05
Const. 1 Inlet Type CG-1
Const. Inlet Type G-1
Install 12" Conc. P-164'
Dr. Exc. 25 C.Y.
18"
"CS" 755+14.90 P.R.C.
24"
SECTION 27
SECTION 26
Cons
W.B.
N. 87°12'10" E.
755
B.
2'10" E.
pe "C" Conc. Curb
13'
2
PACIFIC
R.R.
"L" 755+84.65PS
"CS" 753+00PC
End of North Wall
"CS"
1-2°CL
Δ 4°17'27"
L 214.90
"CS" 756+50
End of S. Wall
"CS"
1-2°CR.
Δ 4°17'27
L 214.90


CONST. R.C.D.G. & S.G. ST
DWG. NO'S.
End
Const. Metal Median Barrier 287.5'
754+00 - 756+88
"L" LINE
760
"CS" LINE
13'
12'
R.R. R/W
N. 87°12'10"E.
12'
25'
Taper 1' in 25'
Taper 1' in 25'
"CS" 756+50
End of S. Wall
"CS" 757+29.80 PT
"CS" 757+91.05 POT =
"L" 758+00 POS (28.2' Rt.)
"L" 759+84.65 PSC
"L" 760+13.62 PCS
"L"
2° CR.
TΔ 8°34'46"
Ts 414.19
S"
° CR.
° 17'27"
14.90


STR.
End Paving
"L" 747+36
"CS" 74
396.81' Sp.
S 4°00'
a 0.51219
R.R. R/W
764

FOR PROFILE GRADES
SEE BRIDGE DWG. 14989


ing
"L" 747+36
"CS" 74
396.81' Sp.
S 4°00'
a 0.51219
R.R. R/W
764

FOR PROFILE GRADES
SEE BRIDGE DWG. 14989

DF-196(13) North Plains Interchange 1963
Sec. of Sunset Hwy.
#5331 (Grad. and Paving)

RECEIVED
[illegible] 14 1961
FOR FILING
[illegible]
5335

November 10, 1961

Law Offices of
Castles, Musick & Thompson
425 N. W. Canyon Road
Beaverton, Oregon

Attention: Rodney C. Adams

Gentlemen:

As requested in your letter of November 9, 1961, we are attaching a copy of the contract and bond covering the Warren Northwest, Inc., Contract No. 5335, for grading and paving the North Plains Interchange Section on the Sunset Highway in Washington County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jh
Attachment

NOTED ON CARD
dc

LAW OFFICES OF
CASTLES, MUSICK & THOMPSON
425 N. W. CANYON ROAD
BEAVERTON, OREGON
MITCHELL 4-2146

JAMES B. CASTLES
ALBERT R. MUSICK
ROBERT E. THOMPSON
RODNEY C. ADAMS

November 9, 1961

Oregon State Highway Department
Salem
Oregon

Attention: Mr. Floyd Query, Secretary

Dear Mr. Query:

#5335

This is a formal request upon your office for a copy of the contract between the Oregon State Highway Department and Warren Northwest, Inc. in and for the construction of the Sunset Highway, North Plains interchange section for grading and paving. We represent Mr. W. E. McCord who was a subcontractor for Warren Northwest, Inc. and there has developed a definite controversy over payments due under this subcontract and the subcontract necessarily includes your contract with Warren Northwest, Inc..

Would you please provide Mr. McCord with a copy of that contract.

Very truly yours,

CASTLES, MUSICK & THOMPSON

Rodney C. Adams

Rodney C. Adams

RCA:smf

NOTED
C. W. HEAD

rec.
11-9-61

Cec, please get copy & send to adams
FG

RECEIVED
9 1961
OREGON
STATE HIGHWAY COMMISSION

DF-186

(18)

RECEIVED
OCT 1960
FOR FILING

W.C. Williams

NOTED
W. C. WILLIAMS

October 10, 1960

North Plains Interchange
Contract No. 5335

FINAL COST ANALYSIS

Grading and Paving
Contractor: Warren Northwest Co.
Resident Engineer: James W. Cochell

Sunset Highway
Prefix 34-1012
Project DF-186(18)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Clearing and Grubbing	All	Lump	2,000.00		2,000.00	2,000.00
2. Drainage Excavation	749.10	Cu.Yd.	3.00	3.00	2,247.30	2,247.30
3. General Excavation	145,369.30	Cu.Yd.	0.29	0.29	42,157.10	42,157.10
4. Short Overhaul	665,096.60	Yd.Sta.	0.01	0.01	6,650.97	6,650.97
5. Long Overhaul	15,181.90	C-Yd.Sta.	0.27	0.27	4,099.11	4,099.11
6. Finish R.B. and Slopes	All	Lump	750.00	750.00	750.00	750.00
8. 12" Concrete Pipe	384.00	Lin.Ft.	2.00	1.59	609.45	768.00
9. 15" Concrete Pipe	320.00	Lin.Ft.	3.00	2.52	805.66	960.00
10. 18" Concrete Pipe	1,220.00	Lin.Ft.	3.50	3.41	4,154.78	4,270.00
11. 84" C.M.P.	80.00	Lin.Ft.	60.00	53.07	4,245.37	4,800.00
12. Salvage 84" Pipe	60.00	Lin.Ft.	40.00	10.05	602.82	2,400.00
13. 15" Culvert End Sections	5.00	Each	40.00	33.52	167.60	200.00
14. 18" Culvert End Sections	2.00	Each	50.00	44.48	88.95	100.00
15. Concrete Manholes	5.00	Each	187.00	187.00	935.00	935.000
16. Concrete Inlets, Type D	4.00	Each	82.00	82.00	328.00	328.00
17. Metal Guard Rail	4,035.00	Lin.Ft.	2.25	2.25	9,078.75	9,078.75
18. Coarse Cr.Mat'l in Base	59,407.10	Ton	2.60	2.62	155,576.76	154,458.46
19. 3/4"-0 Mat'l in Base	8,255.00	Ton	2.75	2.64	21,757.52	22,712.25
20. Sprinkling	381.00	M-Gal.	2.50	2.23	849.27	952.50
21. Preparation of Base	All	Lump	500.00		567.25	500.00
23. Furnish & Place Aggregate	1,427.10	Ton	4.00	3.68	5,256.66	5,708.40
25. 120-150 Asphalt	73.79	Ton	35.00	31.82	2,348.07	2,582.65

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
26. RS-1 Asphalt	38.91	Ton	40.00	33.77	1,314.13	1,556.40
27. Class B Asph. Concrete	5,913.56	Ton	6.50	6.28	37,161.15	38,438.14
28. Asphaltic Concrete Markers	953.00	Lin. Ft.	1.00	0.60	574.70	953.00
III. Install 18" CMP under detour	60.00	Lin. Ft.	3.75	3.99	239.58	225.00
Force Account					15,869.11	16,102.17
					$320,435.06	$325,933.20

Gross Revenue	$ 325,933.20
Total Cost	320,435.06
Net Profit	$ 5,498.14

Net Profit equals 1.7% of Gross Revenue

DETAIL OF COSTS - Contract No. 5335

Labor:					
Labor				$ 43,567.48	
Labor Insurance				4,119.30	
Health & Welfare and Pension				1,625.34	49,312.12
Materials:					
12" Concrete Pipe	384	Lin. Ft.	@ $0.90	345.60	
15" Concrete Pipe	320	Lin. Ft.	@ $1.16	371.20	
18" Concrete Pipe	1,220	Lin. Ft.	@ $1.85	2,257.00	
84" C.M. Pipe and Bands	80	Lin. Ft.	@ $39.99	3,198.90	
15" Culvert End Section	5	Each	@ $19.00	95.00	
18" Culvert End Section	2	Each	@ $23.00	46.00	
18" Corr. Mtl. Pipe & Bands	60	Lin. Ft.	@ $3.13	187.80	
Coarse Crushed Rock	59,407.1	Ton	@ $1.85	109,903.14	
3/4"-0 Crushed Rock	8,255	Ton	@ $2.00	16,510.00	
120-150 Asphalt incl. Freight	73.79	Ton	@ $26.31	1,941.41	
RS-1 Asphalt incl. Freight	38.91	Ton	@ $28.01	1,089.87	
85-100 Asphalt incl. Freight	354.8	Ton	@ $26.31	9,334.79	
Sign Material used on Force Account				7,490.76	
Asphaltic Concrete Material				5,330.10	
Oil Aggregate				1,719.85	159,821.42
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				14,742.90	
Equipment Rental, Hired				10,387.93	
Gas, Oil and Grease				5,655.81	
Bond				1,550.05	
P.L. and P.D. Insurance				569.59	
P.U.C.				127.85	
Small Tools and Misc. Supplies				347.95	
Freight and Cartage				1,645.92	
Amount Paid Go-Co for Excavation Items				60,056.87	
Amount Paid J.C. Denton for Guard Rail				9,078.75	
Amount Paid E.N. Peterson for Manholes and Inlets				1,263.00	
Home Office and General Overhead				5,874.90	111,301.52
TOTAL COST					$ 320,435.06

Remarks - Contract No. 5335

This was a "Federal Aid Primary Project" calling for grading and paving of 1.25 miles of highway roadbed on the North Plains Interchange Section of the Sunset Highway in Washington County.

The contract was bid August 26, 1958, awarded October 9, 1958. Work started October 15, 1958 and the project was completed March 18, 1960.

Items #1 through #6 were performed by the Go-Co. Construction Co., grading contractors, who moved in and started the clearing on October 14, 1958 using two D-8 cats and dozers and a crew of four men. A Portion of the clearing was completed in two weeks. The excavation was started October 27th, continued for one week then was closed down due to rain. Work was resumed April 20, 1959. Equipment used on the excavation was three Terra-Cobra scraper units, one D-8 push cat, one TD-14 tractor and dozer unit on the fill and one blade. The excavation progressed rather slowly due to the moisture in the soil.

The culvert pipe was installed by the contractor who made very good progress and realized a good profit.

The contractor purchased the crushed gravel from Vanakan Sand and Gravel at Gales Creek, was hauled with six tandem trains, and processed with the contractors equipment which consisted of one blade and two rollers. Slow progress was made on the rock hauling due to the unfinished roadbed. The grading contractor had difficulty in preparing the roadbed for maximum results.

The contractor started placing the Class "B" asphaltic concrete October 12th and the paving was completed October 30th, averaging approximately 500 tons per day. Low production was due to the short sections of the interchange which require more time than on the main roadway in long sections.

The concrete work was performed by E.N. Peterson, cement contractor, at bid prices.

The guard rail was installed by J.C. Denton & Sons at bid prices. Good progress was made on this item.

The contractor had good bid prices, fair equipment and good supervision, realizing a small profit.

M.N. Juve
Chief Cost Analyst

By

George Kayser

A

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29F-186(18)

5325

May 31, 1960

Oregon State Highway Commission

Gentlemen:

It has become apparent that the North Plains Interchange project on the Sunset Highway, Contract No. 5335, is going to overrun the project authorization by $21,000 or 6.3 per cent. This overrun has been occasioned by the specific gravity of the rock furnished in the surfacing being greater than was originally anticipated, requiring more tonnage to construct the necessary depth of surfacing. Also, the project required more signing than was originally anticipated, which was consequently more costly. The additional costs incurred were necessary for completion of a sound, well-planned facility.

In view of the foregoing, it is respectfully requested that the project authorization on this project be increased in the amount of $21,000.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Tom Edwards

LHY:fp ae

FORM E-30 80M 7-59 22124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1960

SUBJECT: North Plains Interchange
Sunset Highway
Contract No. 5335

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Completion of the subject-named job has revealed an overrun of the project of $21,000 or 6.3 per cent. It was thought that part of this overrun could be transferred to the accompanying structural job which ran concurrently. However, this proved erroneous. The overrun was basically occassioned by the following:

1. More base rock was required to construct the specified depth of surfacing due to the high specific gravity of the rock furnished by the contractor. The rock furnished also had a high water content for which no correction is made under our specifications. The overrun due to this was 9,166 tons or $24,196.

2. The project authorization for signing was $5,000. However, the more elaborate signing that was placed on the project amounted to $12,317 or an overrun of $7,312.

The foregoing overruns were reduced by minor underruns and uncommitted contingencies to the total overrun of $21,000.

In view of the foregoing, it is recommended that the Highway Commission be requested to increase the project authorization for this project in the amount of $21,000. A rough draft of a letter to the Highway Commission for your consideration is forwarded herewith.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp
Enc.

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FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name North Plains Interchange Date May 27, 1960

Highway Sunset Contract No. 5335

County Washington Kind of Work Grade-Pave Contractor Warren Northwest Inc.

Contract Amount $ 290,489.00

5335

Expected over-runs and under-runs in contract items:

Major items, itemized:

	Quantity	Unit Price	Amount
#18 Coarse Crushed Material in Base	7407.1	2.60	+19,258.46
#19 3/4"-0 Material in Base	1759.0	2.75	+ 4,837.25
#22 3/4"-0 Material in Binder	380.0	3.50	- 1,330.00
#24 RC-3 Asphalt	44	40.00	- 1,760.00

Minor items, unitemized algebraic total -1888.68

Subtotal +19,117.03

Approved work orders (Price, extra work and state force orders) $ 16,120.00

Expected over-runs and under-runs in work orders:

Major items, itemized:

	Amount
E.W.O. #4 - Permanent Signing	+1317.86

Minor items, unitemized algebraic total +744.71

Subtotal $ 2062.57

Authorization for engineering $ 23967.12

Expected over-run or under-run of engineering authorization $ 6515.69

Costs not included above (explain) $

Allowance for future contingencies (——% of work remaining) $

Credits to come from transfers and deductions $

Present estimate of project cost $ 358,271.41

Brief Statement of principal causes of over-run:

Specific gravity of rock furnished in surfacing was greater than originally anticipated requiring more tonnage to construct required depth of surfacing. Also the signing required was more elaborate and costly than originally anticipated.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $ 337,037.63

Present estimate of project cost $ 358,271.41

Expected over-run (Amount) $ 21,233.80

Expected over-run (per cent) 6.30

Space to right of this line is for use of Salem office.

Submitted by: .... Resident Engineer

Noted by: .... Construction or Bridge Engineer

Confirmed by: .... Division Engineer

Noted by: .... Deputy or Assistant State Highway Engineer

State Printing 86710

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MAY 26 1960
FOR FILING
SF 186(18)

5335

May 26, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

State Highway contract #5335 for grading-paving the North Plains Interchange Section of Sunset Highway in Washington County was completed by the contractor, Warren Northwest, Inc., on March 18, 1960, and was formally accepted by the Highway Commission on April 21, 1960.

Final payment in the amount of $11,002.31 will be released to the contractor on or after June 6, 1960. The total contract amount is $325,933.20, of which amount $16,102.17 represents force account items.

There was one claim filed against this contract involving subcontractor Go-Company in the amount of $532.80, which has since been paid in full. You were previously notified re this claim.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Rodgers Ins. Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

A

RECEIVED
MAY 9 - 1960
FOR FILING

19F-186(10)

5335

May 6, 1960

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Gentlemen:

A letter dated April 29 has been received from Warren Northwest, Inc., with an attached release signed by the National Barricade Co., stating that their claim in the amount of $532.80 filed against Go-Co, subcontractor to Warren Northwest, Inc., has been paid in full.

Our records indicate that this is State Highway Contract No. 5335 with Warren Northwest, Inc., for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Federal Insurance Company
320 California Street
San Francisco 4, California
Attn: Robt. E. Wallace, Manager

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

NOTED ON CARD
dc

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

A

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FOR FILING
[illegible]
5335

May 6, 1960

Warren Northwest, Inc.
P. O. Box 5072
Portland 13, Oregon

Attention: Mr. A. M. Eppling
Secretary-Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of April 29 and attached release signed by the National Barricade Co. covering their claim in the amount of $532.80 filed against Go-Co, subcontractor for you on Contract No. 5335.

Thank you for furnishing us this information. We will inform the surety and make the necessary notation in our contract records.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD

WARREN NORTHWEST INC.
HIGHWAY & ROAD CONTRACTORS
POST OFFICE BOX 8072 • PHONE ALPINE 3-7531
PORTLAND 13, OREGON

April 29, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Comm.
State Highway Department
Salem, Oregon

Subject: Contract #5335, North Plains Interchange.

Dear Sir:

Enclosed find release signed by National Barricade Co. covering their claim filed against Go-Co, subcontractor under Warren Northwest, Inc., on the above-designated project.

Very truly yours,

WARREN NORTHWEST, INC.

A M Eppling

A. M. Eppling
Secretary-Treasurer

AME:JB

Encl. - 1.

CC: Federal Insurance Co.
320 California St.
San Francisco 4, Calif.
Attn.: Robt. E. Wallace, Mrg.

Ward Cook-Rogers Insurance Co.
803 Title & Trust Bldg.
Portland, Oregon

NOTED
FLOYD QUERY

RECEIVED
MAY 2 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, Ralph Hildreth, Sec & TREAS
(Title)
of National Barricade Co. of Oregon, hereby acknowledge receipt of the sum of Five Hundred Thirty-two and 80/100 Dollars ($532.80) as payment in full for any claims that we may have against Go-Co, subcontractor, or Warren Northwest, Inc., prime contractor, in connection with Oregon State Highway Contract #5335, for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County.

I further state that the barricades were used exclusively on this project and were not used by Go-Co on any other construction project which Go-Co may have had under construction at that time.

Ralph Hildreth

Subscribed and sworn to before me this 29th day of April, 1960, by the above-named Ralph Hildreth.

Jean E. Blunk
Notary Public for Oregon.
My Commission Expires May 1, 1961

A

RECEIVED
MAY 3 - 1960

FOR FILING

DE 186 (18)
5335

May 2, 1960

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Gentlemen:

We have received notification, dated April 28, 1960, from the Secretary of State informing us that the claim of National Barricade Co. of Oregon, Portland, in the amount of $532.80, against Warren Northwest, Inc., and Go. Co. has now been filed in his office, his file No. 3697.

This is the Warren Northwest, Inc. Contract No. 5335 for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County. A description of this claim was outlined in our letter to you of April 27, 1960.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc:
Federal Insurance Company
320 California Street
San Francisco 4, California
Attn: Robert E. Wallace, Manager

CWH:fp

NOTED ON CARD
Dc

A

RECEIVED
APR 28 1960
FOR FILING
NF-186(18)

5335

April 27, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

Attached is a claim for filing in the amount of $532.80 received from National Barricade Co. of Oregon, Portland, stating that Warren Northwest, Inc., and Go. Co. owe them this amount in connection with furnishing of barricades and supplies on the North Plains Overcrossing Section of the Sunset Highway.

This appears to be in connection with State Highway Contract No. 5335 with Warren Northwest, Inc., for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

Enc.

CWH:fp

NOTED ON CARD

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 27, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Dear Sir:

Attached is a claim for filing in the amount of $532.80 received from National Barricade Co. of Oregon, Portland, stating that Warren Northwest, Inc., and Go. Co. owe them this amount in connection with furnishing of barricades and supplies on the North Plains Overcrossing Section of the Sunset Highway.

This appears to be in connection with State Highway Contract No. 5335 with Warren Northwest, Inc., for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

Enc.

File #3697

FILED
APR 28 1960 YQS
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 28 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
[illegible] 1960
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STATE HIGHWAY COMMISSION

RECEIVED
APR [illegible] 1960
FOR FILING

[illegible] (11)

5335

April 27, 1960

Rodgers Insurance Agency, Inc.
803 Title & Trust Building
Portland 4, Oregon

Gentlemen:

A claim letter, dated April 23, with invoices attached, has been received from National Barricade Co. of Oregon advising that Warren Northwest, Inc. and Ga. Co., subcontractor for Warren Northwest, Inc., owe them an amount of $532.80 for barricades and supplies in connection with the North Plains Overcrossing of the Sunset Highway. This appears to be in connection with State Highway Contract No. 5335 with Warren Northwest, Inc., for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

Enc.

CC:
Federal Insurance Company
320 California Street
San Francisco 4, California
Attn: Robt. E. Wallace, Mgr.

NOTED ON CARD

Warren Northwest, Inc.
P. O. Box 5074
Portland, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
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FOR FILING
[illegible]
5335

April 27, 1960

National Barricade Co. of Oregon
14827 S. E. East Avenue
Portland 22, Oregon

Attention: Mr. Ralph Hildreth
Treasurer

Gentlemen:

This is to acknowledge receipt of your letter of April 23 advising of your claim in the amount of $532.80 against Warren Northwest, Inc. and Go. Co., subcontractor of Warren Northwest, Inc., for work on the North Plains Overcrossing on the Sunset Highway. You state that this claim is for furnishing barricades and supplies in connection with this contract.

This appears to be in connection with State Highway Contract No. 5335 with Warren Northwest, Inc., for grading and paving the North Plains Interchange Section of the Sunset Highway in Washington County. This project was completed March 18, 1960 and accepted by the State Highway Commission April 21, 1960.

So that there will be no misinterpretation of the law, we are forwarding your claim with attached invoices to the Secretary of State for filing. In the interim this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CWH:fp

NOTED ON CARD
dc

NATIONAL BARRICADE CO. OF OREGON
14827 S. E. EAST AVENUE
PORTLAND 22 OREGON

April 23, 1960

Secretary of Highway Commission
State of Oregon
Salem, Oregon

Dear Sir:

We hereby advise you that we have a claim in the sum of $532.80 against Warren Northwest, Inc. and Go. Co., subcontractor of Warren Northwest, Inc. for the work of the North Plains overcrossing of the Sunset Highway.

The claim is for furnishing barricades used during the construction of the overcrossing and includes the costs of transporting the equipment to and from the job site, the supplies expended in the operation of the equipment, repair and service to the equipment, and direct loss of equipment due to theft and vandalism and breakage.

Copies of invoices and a copy of the statement are enclosed.

Very truly yours,

NATIONAL BARRICADE CO OF OREGON

Ralph Hildreth

Ralph Hildreth, Treasure

RH/d

RECEIVED
[illegible]

STATEMENT

NATIONAL BARRICADE CO.

PHONE OLIVE 4-7990
14827 S.E. EAST AVE.
Portland 22, Oregon

Go Company
Rented To: Box 353
Beaverton, Oregon

DATE	INVOICE NO	CHARGES	CREDITS BALANCE FORWARD	BALANCE
7-9-59	59472	150.00		150.00
8-6-59	59536	155.00		305.00
9-4-59	59605	140.00		445.00
10-5-59	59713	62.60		507.60
10-20-59	59754	25.20		532.80

COPY

G.C. Company - Sub Contractor
to Warren Northwest on
North Plains overcrossing of
Sunset Hiway.

YOUR BALANCE IS THE LAST AMOUNT IN THIS COLUMN

RECEIVED
APR [illegible] 1960
FOR FILING
9F-186(18)
5335

April 22, 1960

Federal Insurance Co.,
Bonding Department
320 California Street
San Francisco 4, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5335 for grading-paving the North Plains Interchange on Sunset Highway in Washington County.

This payment, in the amount of $7,341.01, will be released to contractor on or after May 2, 1960. The retained percentage is $9,242.13.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

DF-186(18)
5335

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 15, 1960

Section North Plains Interchange

Kind of work Grading and Paving

Highway Sunset County Washington

Section prefix 34-1012

Contractor Warren Northwest Inc.

Contract number 5335

Date of contract October 9, 1958, 19

Specified work days 120

Date work started October 19, 1958, 19

Work days used 110

Project authorization $337,037.63

Per cent of time elapsed 92 %

Exclusive of engineering $313,070.51

Estimated cost of completed project, exclusive of engineering $325,644.20

Estimated per cent overrun or underrun 4.17 %

Per cent of contract completed, based on estimated cost 100.00 %

Engineering authorization $23,967.12

Engineering cost to date $ 25,445.67, 106.17 %

Date project was completed March 18, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Submitted Semi-final estimate on Thursday of this week.

CONSTRUCTION DIVISION
RECEIVED
APR 18 1960
NOTED-- ☑ CE ☐ ACE ☑ ACE ☑ ☐ COE

Signed James W Cordell

Address P.O. Box 154, Hillsboro

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.25	1.25			1.25
Miles partially completed					
Miles completed	1.25	1.25			1.25
Total estimated quantities (contract)	144,900	58,500			5,700
Total quantities corrected to date	145,290.7	67,666.1			5,915.56
Estimated quantities moved or placed to date	145,290.7	67,666.1			5,915.56
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Rain		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Rain		
Friday	Rain		
Saturday			

RECEIVED
MAR 22 1960
FOR FILING

DF 186(18)

5335

A

March 22, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on March 18, 1960, on Contract No. 5335, North Plains Interchange Section, in Washington County, in connection with Federal Aid Project No. DF-186(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:lt

cc: Clarence G. Swenson

RECEIVED
OCT 26 1959
FOR FILING

[illegible]

5335

October 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering the installation of permanent signs on the North Plains Interchange Section of the Sunset Highway in Washington County, Contract No. 5335, in connection with Federal Aid Project No. DF-186(18).

This work is necessary for the direction and guidance of traffic. Signing will be in accordance with plans submitted previously and the Oregon Manual on Uniform Traffic Control Devices.

This work has been verbally approved by the BPR.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

A

RECEIVED
OCT - 5 1959
FOR FILING

DF 186(18)

5335

October 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering removal of "HP" Line detour on the North Plains Interchange Section of the Sunset Highway in Washington County, Contract No. 5335, in connection with Federal Aid Project No. DF-186(18).

No provision was made for removal of the detour for the structure in this contract. The contract for the structure specifies that the detour shall be constructed and removed under another contract.

The detour was constructed in accordance with the plans for this contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

A

RECEIVED
AUG 5 - 1959
FOR FILING

10F-186(18)

5335

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 4, 1959

SUBJECT: North Plains Interchange
Sunset Highway
Contract No. 5335

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Here is a letter from Mr. A. E. Johnson concerning an encroachment on private property by the contractor on this job at the order of the Resident Engineer. As explained by Mr. Johnson, a borrow area on future alignment was set up in the contract. This borrow proved extremely wet near the bottom and it was decided to extend said borrow further on future alignment in order to get dry material.

The lessee, Mr. Paul Volpp, was asked to remove his crop of oats prior to our entering the land. This Mr. Volpp did at a cost of $25. However, he states that the crop was cut too early and therefore was of little value. Mr. Mayhew and Mr. Johnson of our department have contacted Mr. Volpp and have determined that a fair cash settlement for crop damage would be $100.

I recommend that the proper steps be taken to authorize a payment to Mr. Volpp to compensate him for the damage described above.

Tom Edwards
Construction Engineer

By

F. B. Klaboe
Field Construction Engineer

Wright
I approve this settlement
will you take this boo boo
to the commission for me?
Cooper

FBK:jw

Attach.

cc A. E. Johnson

cc/attach. Walter T. Wright

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Portland
3 August 1959

SUBJECT: North Plains Interchange
Sunset Highway
Contract 5335

To: Tom Edwards
Highway Department
Salem, Oregon

Attn: F. B. Klaboe

On July 29, 1959 I was on the site of subject project with Mr. Bill McCord, sub-contractor, and Mr. Bob Beatty of Warren-Northwest Company. Considerable difficulty was being encountered in making fills due to wet material being excavated along the future LE line between Station 25+82 and Station 25+33. This area is shown on Sheet #3 of the contract plans.

In order to obtain satisfactory compaction it was proposed that we obtain drier material along the future LE line but to the west of Station 25+82. It was my understanding from the construction plans that this area would be within right of way limits.

On this basis I requested permission from you on the same date to extend the borrow area to obtain only dry material and on the basis that this was in the right of way limits. This permission was granted by you. On Thursday, July 30, our survey crews staked the area and the owner of the adjacent property was advised by Mr. Jack Cartwright, acting resident engineer, in order that oats growing on this land on a land-use permit could be harvested.

On Friday, July 31, Mr. Paul Volpp who leases land from Mr. Chris Utecht had the crop of oats which was on the projected line cut and harvested. He advised this office that the land on which we propose to excavate was not in the right of way but private property.

It was then determined that the widened right of way shown on Sheet #3 of the plans terminated at about Station 25+19 and from that point westerly, we are only eighty (80) feet from the center line of the existing Sunset Highway.

An on-the-job inspection disclosed that the contractor had not yet excavated west of Station 25+20 and hence had not excavated on private property.

CONSTRUCTION DIVISION
RECEIVED
AUG 4 1959
NOTED-- ☐ ☐ ☐ ☐ ☐

Mr. S. N. Mayhew, local right of way department, and I contacted Mr. Volpp and advised him that we had instructed our contractor not to excavate on private property and to terminate his work at about Station 25+20, also to stay within normal right of way limits of one hundred sixty (160) feet from the center line of the existing Sunset Highway.

Mr. Volpp advised he is farming on State highway right of way on the former McCarthy property along the southerly side of Sunset Highway from Station 25+19 to 25+22 on a land use permit.

He stated he had spent $25.00 to have the small strip of oats cut on the morning of July 31st but that prior to cutting the oats, the contractor's equipment had run over a portion of the crop in a turning-around movement. Mr. Volpp also stated that while he did harvest the oats, their moisture content was still high and therefore he would receive practically no benefit from them.

He advised Mr. Mayhew and me that he felt he should be compensated for crop damage and as a settlement would accept $100.00.

It is requested that permission be granted to negotiate with Mr. Volpp and Mr. Chris Utecht, owner, to obtain a full release of damage for payment of $100.00. Mr. Mayhew has advised that his office can handle such a negotiation. Will you please advise.

AE Johnson

A. E. Johnson
Assistant Division Engineer

U

RECEIVED
MAY 18 1959

FOR FILING

5335

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering relocation of the Sunset Lumber Company sign on the North Plains Interchange Section of the Sunset Highway in Washington County, Contract No. 5335, in connection with Federal Aid Project No. DF-126(18).

The Sunset Lumber Company sign is located on property acquired for right of way. Relocation of the sign is necessary to clear for construction and by agreement with the owner the State is to do the work.

No added benefit will accrue to the land owner by reason of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:er

RECEIVED
JAN 8 - 1959
FOR FILING

When replying, refer to:
08-35.8
DF-186(18)
[illegible]

January 7, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-186(18)
North Plains Interchange Section,
Sunset Highway - Seeding and
Mulching. Estimated Total
Cost $2,600.00, Federal
Funds $1,560.00

Dear Sir:

Your letter of December 11, 1958 requested approval of State force work in performing the seeding and mulching work necessary to control erosion on cut and fill slopes on subject project.

As the contractor is neither properly equipped nor staffed to perform this type of work, while the State has trained crews and special equipment to perform the work most economically and, also, because the amount of work is too small to warrant a separate contract, we are approving the use of State force as being in the public interest.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

A

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DEC 15 1958
FOR FILING

[illegible]-18(10)

533

December 11, 1958

Mr. C. C. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224-238 covering seeding and mulching on the North Plains Interchange Section of the Sunset Highway in Washington County, Contract No. 5335, in connection with Federal Aid Project No. UF-186(10).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order at agreed unit prices under the provisions of PPM-21-6.3 is requested.

The total estimated amount of the order is $2,600.00 with Federal participation of $1,560.00

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.
DBP:cr

Oregon State Highway Department

Federal Aid
Project No. DF-196(18)

NORTH PLAINS INTERCHANGE SECTION OF THE
SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 14, 1958

Type Code 6301
Roadway (Sta. 2547+00 to Sta. 2579+00)
(Contract No. 5335)

Clearing and Grubbing	All	Required	$	$ 2,000.00
Drainage Excavation, Unclassified	530	Cu. Yds.	3.00	1,590.00
General Excavation, Unclassified	144,900	Cu. Yds.	0.29	42,021.00
Short Overhaul	720,000	Yd. Sta.	0.01	7,200.00
Long Overhaul	15,500	C-Y-Sta.	0.27	4,185.00
Finishing Roadbed and Slopes	All	Required		750.00
6-inch Sewer Pipe	100	Lin. Ft.	2.00	200.00
12-Inch Concrete Pipe	80	Lin. Ft.	2.00	160.00
15-Inch Concrete Pipe	250	Lin. Ft.	3.00	750.00
18-Inch Concrete Pipe	1,100	Lin. Ft.	3.50	3,850.00
84-Inch Corrugated Metal Pipe	70	Lin. Ft.	60.00	4,200.00
Salvaging 84-Inch Pipe	60	Lin. Ft.	40.00	2,400.00
15-Inch Culvert End Sections	6	Only	40.00	240.00
18-Inch Culvert End Sections	4	Only	50.00	200.00
Concrete Manholes	5	Only	187.00	935.00
Concrete Inlets, Type "D"	4	Only	82.00	328.00
Metal Guard Rail	4,400	Lin. Ft.	2.25	9,900.00
Coarse Crushed Material in Base	52,000	Tons	2.60	135,200.00
3/4" - 0 Material in Base	6,500	Tons	2.75	17,875.00
Sprinkling	1,250	M-Gals.	2.50	3,125.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	380	Tons	350.00	1,330.00
Furnishing and Placing Aggregates	1,660	Tons	4.00	6,640.00
RC-3 Asphalt	44	Tons	40.00	1,760.00
120-150 Asphalt	116	Tons	35.00	4,060.00
RS-1 Asphalt	34	Tons	40.00	1,360.00
Class "B" Asphaltic Concrete	5,700	Tons	6.50	37,050.00
Asphaltic Concrete Traffic Markers	680	Lin. Ft.	1.00	680.00
				$290,489.00

North Platte Interchange   Project No. DF-186(18)

				$290,489.00
Signing	All	Required		5,000.00
Seeding and Mulching	All	Required		2,600.00
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
		Subtotal		$299,589.00
		10% Engr. & Cont.		29,958.90
		Total		$329,547.90

Type Code X721
Sunset Highway Undercrossing (Sta. "L" 2557+16.68)
(Contract No. 5354)

Structural Excavation	400	Cu. Yds.	$ 4.75	$ 1,900.00
Furnish Treated Timber Piling	7,370	Lin. Ft.	1.25	9,212.50
Drive Timber Piles	139	Only	47.50	6,602.50
Class "A" Concrete	457	Cu. Yds.	60.00	27,420.00
Class "A-A" Concrete	196	Cu. Yds.	99.00	19,404.00
Metal Reinforcement	90,000	Lbs.	0.12	10,800.00
Metal Rail	500	Lin. Ft.	12.75	6,375.00
Prestress Steel and Prestressing	All	Required		7,500.00
8-Inch Drain Pipe	200	Lin. Ft.	3.50	700.00
Concrete Slab Riprap	300	Sq. Yds.	9.00	2,700.00
		Subtotal		$ 92,614.00
		10% Engr. & Cont.		9,261.40
		Total		$101,875.40

Length of Roadway - - - - - - - - - - 0.606 Mile
Length of 1 Structure - - - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - - - 0.606 Mile
Cost of Roadway Per Mile - - - - - $543,808.41

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "UF" Funds	State Funds
Roadway	$329,547.90	$245,000.00	$51,000.00	$33,547.90
Structures	101,875.40	75,000.00	15,000.00	11,875.40
	$431,423.30	$320,000.00	$66,000.00	$45,423.30

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. DF-186(18)

NORTH PLAINS INTERCHANGE SECTION OF THE

SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 30, 1958

Type Code 6201
Roadway (Sta. 2547+00 to Sta. 2579+00)

Clearing and Grubbing	All	Required	$	$ 12,000.00
Drainage Excavation, Unclassified	530	cu. yds.	3.00	1,590.00
General Excavation, Unclassified	144,900	cu. yds.	0.50	72,450.00
Short Overhaul	720,000	yd. sta.	0.01	7,200.00
Long Overhaul	15,500	C-yd.sta.	0.40	6,200.00
Finishing Roadbed and Slopes	All	Required		1,250.00
6-inch Sewer Pipe	100	lin. ft.	1.50	150.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
15-inch Concrete Pipe	250	lin. ft.	3.50	875.00
18-inch Concrete Pipe	1,100	lin. ft.	4.50	4,950.00
84-inch Corrugated Metal Pipe	70	lin. ft.	53.00	3,710.00
Salvaging 84-inch Pipe	60	lin. ft.	10.00	600.00
15-inch Culvert End Sections	6	only	30.00	180.00
18-inch Culvert End Sections	4	only	35.00	140.00
Concrete Manholes	5	only	275.00	1,375.00
Concrete Inlets, Type "D"	4	only	85.00	340.00
Metal Guard Rail	4,400	lin. ft.	3.00	13,200.00
Coarse Crushed Material in Base	52,000	tons	2.55	132,600.00
3/4" - 0 Material in Base	6,500	tons	2.70	17,550.00
Sprinkling	1,250	M-gal.	3.00	3,750.00
Preparation of Base	All	Required		250.00
3/4" - 0 Material in Binder Course	380	tons	4.00	1,520.00
Furnishing and Placing Aggregates	1,660	tons	4.00	6,640.00
RC-3 Asphalt	44	tons	45.00	1,980.00
120-150 Asphalt	116	tons	43.00	4,988.00
RS-1 Asphalt	34	tons	45.00	1,530.00
Class "B" Asphaltic Concrete	5,700	tons	7.50	42,750.00
Asphaltic Concrete Traffic Markers	680	lin. ft.	1.00	680.00
				$340,648.00
Signing	All	Required		5,000.00
Seeding and Mulching	All	Required		2,600.00
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
	Subtotal			$349,748.00
	10% Engr. & Cont.			34,974.80
		Total		$384,722.80

Length of Roadway - - - - - - - - - 0.606 Mile
Length of 1 Structure - - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - - 0.606 Mile
Cost of Roadway Per Mile- - - - - - $634,856.10

Federal "DF" Funds- $287,000.00
Federal "LF" Funds- 60,000.00
State Funds - 37,722.80

$384,722.80

Oregon State Highway Department

Federal Aid
Project No. DF-186(18)

NORTH PLAINS INTERCHANGE SECTION OF THE
SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 11, 1958

Type Code 6201
Roadway (Sta. 2547+00 to Sta. 2579+00)(Low Bid Prices)

Clearing and Grubbing	All	Required	$	$ 2,000.00
Drainage Excavation, Unclassified	530	cu. yds.	3.00	1,590.00
General Excavation, Unclassified	144,900	cu. yds.	0.29	42,021.00
Short Overhaul	720,000	yd. sta.	0.01	7,200.00
Long Overhaul	15,500	C-yd.sta.	0.27	4,185.00
Finishing Roadbed and Slopes	All	Required		750.00
6-inch Sewer Pipe	100	lin. ft.	2.00	200.00
12-inch Concrete Pipe	80	lin. ft.	2.00	160.00
15-inch Concrete Pipe	250	lin. ft.	3.00	750.00
18-inch Concrete Pipe	1,100	lin. ft.	3.50	3,850.00
84-inch Corrugated Metal Pipe	70	lin. ft.	60.00	4,200.00
Salvaging 84-inch Pipe	60	lin. ft.	40.00	2,400.00
15-inch Culvert End Sections	6	only	40.00	240.00
18-inch Culvert End Sections	4	only	50.00	200.00
Concrete Manholes	5	only	187.00	935.00
Concrete Inlets, Type "D"	4	only	82.00	328.00
Metal Guard Rail	4,400	lin. ft.	2.25	9,900.00
Coarse Crushed Material in Base	52,000	tons	2.60	135,200.00
3/4" - 0 Material in Base	6,500	tons	2.75	17,875.00
Sprinkling	1,250	M-gal.	2.50	3,125.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	380	tons	350.00	1,330.00
Furnishing and Placing Aggregates	1,660	tons	4.00	6,640.00
RC-3 Asphalt	44	tons	40.00	1,760.00
120-150 Asphalt	116	tons	35.00	4,060.00
RS-1 Asphalt	34	tons	40.00	1,360.00
Class "B" Asphaltic Concrete	5,700	tons	6.50	37,050.00
Asphaltic Concrete Traffic Markers	680	lin. ft.	1.00	680.00
				$290,489.00
Signing	All	Required		5,000.00
Seeding and Mulching	All	Required		2,600.00
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
	Subtotal			$299,589.00
	10% Engr. & Cont.			29,958.90
		Total		$329,547.90

Type Code X781
Sunset Highway Undercrossing (Sta. "L" 2557+16.68)

Structural Excavation	400	cu. yds.	$10.00	$ 4,000.00
Furnish Treated Timber Piling	7,370	lin. ft.	1.50	11,055.00
Drive Timber Piling	139	only	60.00	8,340.00
Class "A" Concrete	477	cu. yds.	75.00	35,775.00

Class "A-A" Concrete	196 cu. yds.	$80.00	$ 15,680.00
Metal Reinforcement	89,500 lbs.	0.14	12,530.00
Metal Rail	500 lin. ft.	12.00	6,000.00
Prestress Steel and Prestressing	All Required		28,800.00
8-inch Drain Pipe	200 lin. ft.	4.00	800.00
Concrete Slab Riprap	300 sq. yds.	10.00	3,000.00
	Subtotal		$125,980.00
	10% Engr. & Cont.		12,598.00
	Total		$138,578.00

Length of Roadway - - - - - - - - - - 0.606 Mile
Length of 1 Structure - - - - - - - - 0.000 Mile
Total Length- - - - - - - - - - - - - 0.606 Mile
Cost of Roadway Per Mile- - - - - - $543,808.41

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway	$329,547.90	$245,000.00	$51,000.00	$33,547.90
Structure	138,578.00	103,000.00	21,000.00	14,578.00
	$468,125.90	$348,000.00	$72,000.00	$48,125.90

Oregon State Highway Department

Federal Aid
Project No. DF-186(18)

NORTH PLAINS INTERCHANGE SECTION OF THE SUNSET HIGHWAY IN WASHINGTON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 22, 1958

Type Code 6201
Roadway (Sta. 2547+00 to Sta. 2579+00)(Low Bid Prices)

Clearing and Grubbing	All	Required	$	$ 2,000.00
Drainage Excavation, Unclassified	530	cu. yds.	3.00	1,590.00
General Excavation, Unclassified	144,900	cu. yds.	.29	42,021.00
Short Overhaul	720,000	yd. stas.	.01	7,200.00
Long Overhaul	15,500	C-yd. Stas.	.27	4,185.00
Finishing Roadbed and Slopes	All	Required		750.00
6-inch Sewer Pipe	100	lin. ft.	2.00	200.00
12-inch Concrete Pipe	80	lin. ft.	2.00	160.00
15-inch Concrete Pipe	250	lin. ft.	3.00	750.00
18-inch Concrete Pipe	1,100	lin. ft.	3.50	3,850.00
84-inch Corrugated Metal Pipe	70	lin. ft.	60.00	4,200.00
Salvaging 84-inch Pipe	60	lin. ft.	40.00	2,400.00
15-inch Culvert End Sections	6	only	40.00	240.00
18-inch Culvert End Sections	4	only	50.00	200.00
Concrete Manholes	5	only	187.00	935.00
Concrete Inlets, Type "D"	4	only	82.00	328.00
Metal Guard Rail	4,400	lin. ft.	2.25	9,900.00
Coarse Crushed Material in Base	52,000	tons	2.60	135,200.00
3/4" - 0 Material in Base	6,500	tons	2.75	17,875.00
Sprinkling	1,250	M-gals.	2.50	3,125.00
Preparation of Base	All	Required		500.00
3/4" - 0 Material in Binder Course	380	tons	350.00	1,330.00
Furnishing and Placing Aggregates	1,660	tons	4.00	6,640.00
RC-3 Asphalt	44	tons	40.00	1,760.00
120-150 Asphalt	116	tons	35.00	4,060.00
RS-1 Asphalt	34	tons	40.00	1,360.00
Class "B" Asphaltic Concrete	5,700	tons	6.50	37,050.00
Asphaltic Concrete Traffic Markers	680	lin. ft.	1.00	680.00
				$290,489.00
Signing	All	Required		5,000.00
Seeding & Mulching	All	Required		2,600.00
Flagging (57½% of Contractor's Cost)	All	Required		1,500.00
		Subtotal		$299,589.00
		10% Engr. & Cont.		29,958.90
		Total		$329,547.90

Type Code X781
Sunset Highway Undercrossing (Sta. "L" 2557+16.68)

Structural Excavation	400	cu. yds.	$10.00	$ 4,000.00
Furnish Treated Timber Piling	7,370	lin. ft.	1.50	11,055.00
Drive Timber Piling	139	only	60.00	8,340.00
Class "A" Concrete	457	cu. yds.	75.00	34,275.00
Class "A-A" Concrete	196	cu. yds.	80.00	15,680.00
Metal Reinforcement	90,000	lbs.	.14	12,600.00
Metal Rail	500	lin. ft.	12.00	6,000.00
Prestress Steel and Prestressing	All	Required		28,800.00
8-inch Drain Pipe	200	lin. ft.	4.00	800.00
Concrete Slab Riprap	300	sq. yds.	10.00	3,000.00
		Subtotal		$124,550.00
		10% Engr. & Cont.		12,455.00
		Total		$137,005.00

Length of Roadway	0.606 Mile
Length of 1 Structure	0.000 Mile
Total Length	0.606 Mile
Cost of Roadway per Mile	$543,808.41

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway	$329,547.90	$245,000.00	$51,000.00	$33,547.90
Structure	137,005.00	102,000.00	21,000.00	14,005.00
	$466,552.90	$347,000.00	$72,000.00	$47,552.90

A

RECEIVED
OCT 29 1958
FOR FILING

(SF 186.18)

5335

October 29, 1958

Oregon State Highway Commission

Gentlemen:

Approval has been granted for the establishment of a 35-mile-per-hour construction speed zone on the Sunset Highway, No. 47, in the vicinity of the North Plains Road Interchange construction project. The speed zone became effective at 10:00 A.M. on October 27, 1958.

Your concurrence is requested on the establishment of a 35-mile-per-hour construction speed zone on that section of the Sunset Highway, No. 47, between mile point 56.49 and mile point 57.83.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:kg:ar

cc to: F. B. Crandall

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[illegible] 1958
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COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

19F-186(18)

5335

Oct. 29, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5335, awarded Oct. 9, 1958, for grading and paving on the North Plains Interchange Section of the Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

FORM E-30 50M 6-58 12046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 28, 1958

SUBJECT: Construction Speed Zone
Sunset Highway
North Plains Road Interchange
US26 - Hwy. No. 47 - M.P. 56.49
to M.P. 57.83

To: P. M. Stephenson
Assistant State Highway Engineer
Office

There is attached a suggested draft to the State Highway Commission on the above subject.

F. B. Crandall

F. B. Crandall
Traffic Engineer

VPJ:kg
Attachment
cc: Forrest Cooper

RECEIVED
OCT 29 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

DF-136(18)

5335

October 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the North Plains Interchange Section of the Sunset Highway in Washington County, Contract No. 5335, in connection with Federal Aid Project No. DF-136(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
OCT 20 1958
FOR FILING

UF-186(18)

5335

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 15, 1958, on Contract No. 5335, North Plains Interchange Section, in Washington County, in connection with Federal Aid Project No. UF-186(18).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:lmw

RECEIVED
OCT 20 1958
FOR FILING

October 9, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for paving on the North Plains Interchange Section of the Sunset Highway in Washington County for the sum of $290,439.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5335.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

gl

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
Oct. 9, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Contract for North Plains Interchange Section in Washington County for which you submitted low bid on August 26, 1958 awarded you today. Contract forms follow shortly.

R. B. Claiquer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
Accounting (5003-900)
C. W. Head
Files

RECEIVED
OCT 14 1958
XNF FOR FILING
OREGON DISTRICT

DF 186 (18)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4-D

5335

October 9, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project DF-186(18), North Plains Interchange Section of the Sunset Highway, we hereby concur as of this date in award of contract No. 5335 to Warren Northwest, Inc., of Portland, Oregon, low bidder in the amount of $290,489.00 at the August 26, 1958 bid opening.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
OCT 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 9 1958
FOR FILING

DF 186(18)

5335

October 9, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the North Plains Interchange Section of the Sunset Highway in Washington County, Project DF-186(18), to Warren Northwest, Inc., of Portland, Oregon, on the basis of the bid of $290,489.00 submitted on August 26, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
SEP 17 1958
FOR FILING

DF 186 (18)

5335

When replying, refer to
08-35.4

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DF-186(18), structure, North Plains Interchange Section of the Sunset Highway.

This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the plans. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

Orig. to
Mr. Merchant

NOTED
C. S. PAXSON

Salem, Oregon
August 19, 1958

Transfer of service road
right of way at N. Plains
Interchange to Wash. County

Mr. R. L. Porter

Will you please have the necessary deed prepared for the right of way of the service road shown in red on the attached print. The deed shall be from the State to Washington County.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. C. G. Swenson

FORM E-30 50M 8-57—6563

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1958

SUBJECT: Transfer of service road right-of-way to Washington County at North Plains Interchange, Sunset Highway No. 47

To: Mr. G. S. Paxson
OFFICE

Attached are six prints of a map showing right-of-way colored in red to be acquired by the State for a service road at the North Plains Interchange. Washington County has agreed to take over jurisdiction and maintenance of this service road if the State will transfer right-of-way ownership to the county.

If this is satisfactory the matter should be presented to the Highway Commission for their approval. The deed to the county should carry the stipulation that the county will never be permitted an access to Sunset Highway at the point where the right-of-way to be transferred to the county abuts the main highway right-of-way.

C. G. Swenson

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

R

RECEIVED
AUG 25 1958
FOR FILING

[illegible]

[illegible]

August 19, 1958

Oregon State Highway Commission

Gentlemen:

In the North Plains Interchange project on the Sunset Highway it was necessary to construct a service road connecting with the Hillsboro-North Plains County Road. The location of the service road is shown on the attached print. Washington County has agreed to take this service road over as a part of its county road system.

The right of way was purchased by the State and we now propose to deed it to Washington County so that it may have the title for this addition to its county road system. I recommend approval of this arrangement. We will prepare the necessary deed for your signature.

Very truly yours,

W. C. Williams
State Highway Engineer

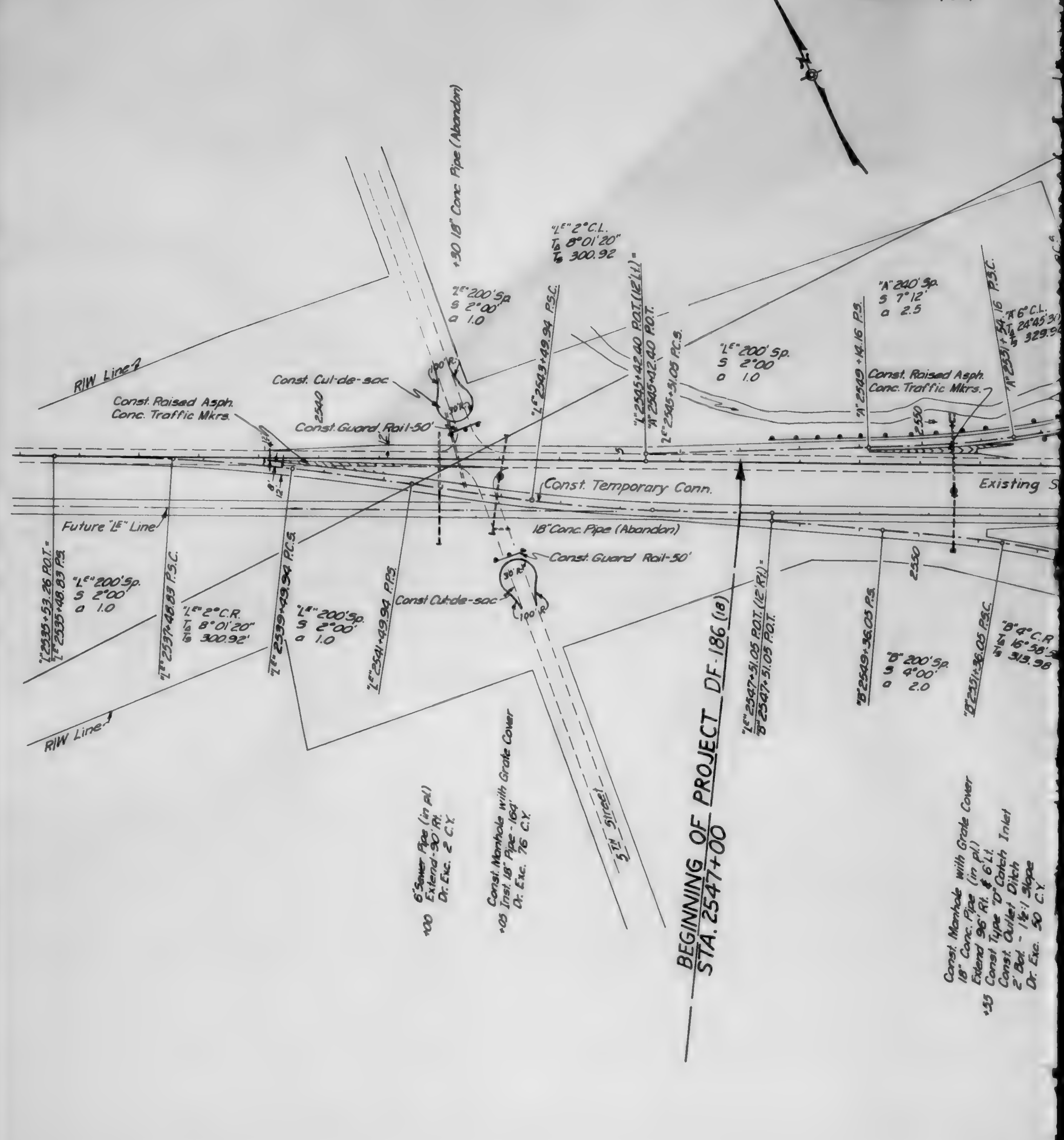
Encl.

cc Mr. G. S. Paxson
Mr. R. L. Porter

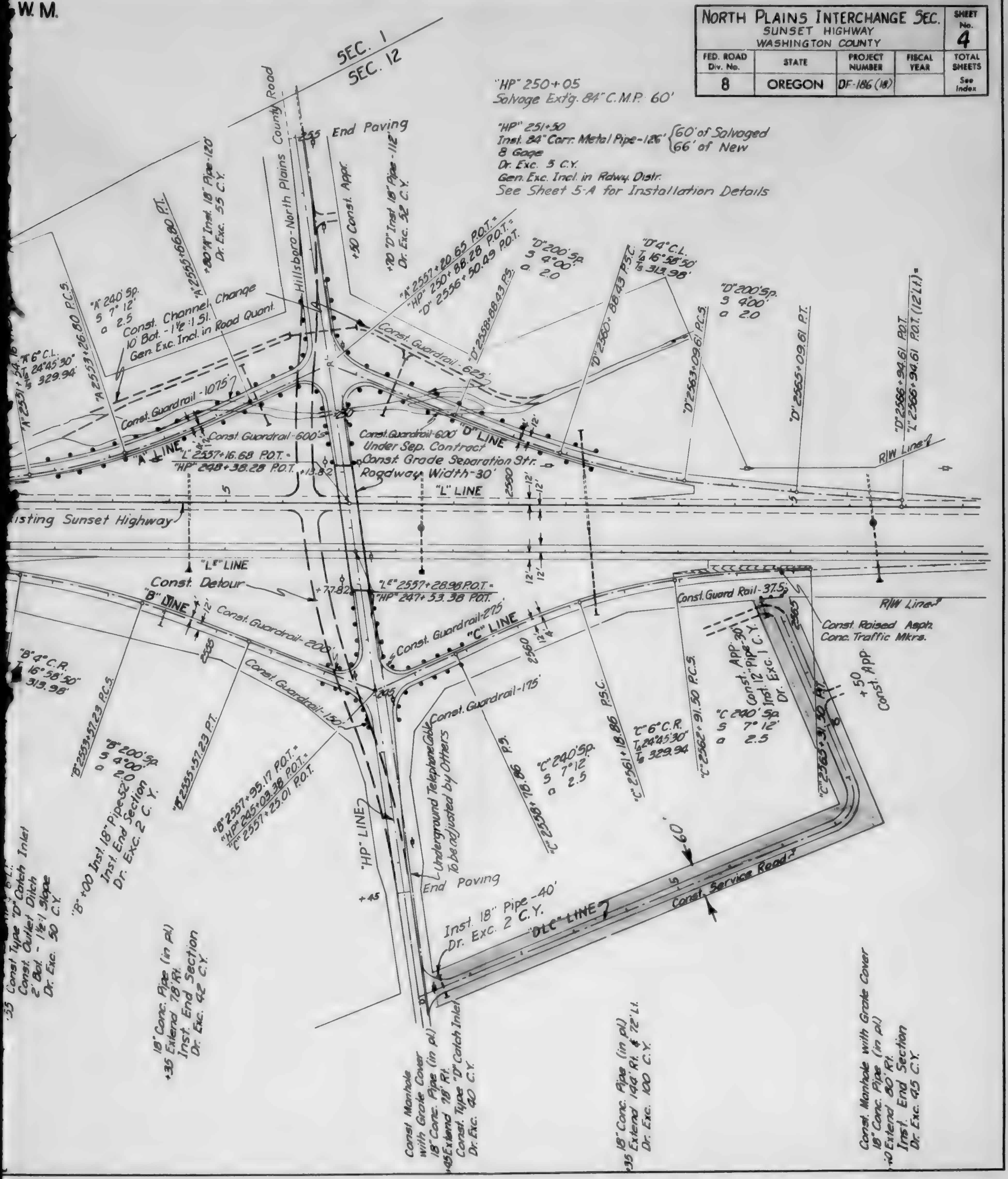
GSP:gm fn

T. 1 N., R. 3 W., W.M.

(For Profiles See Sheets 4A & 5A)


+30 18" Conc Pipe (Abandon)
"L^E" 2° C.L.
T∆ 8°01'20"
Ts 300.92
"L^E" 200' Sp.
S 2°00'
a 1.0
"L^E" 2543+49.94 P.S.C.
"L" 2545+42.40 P.O.T. (12' Lt.) =
"A" 2545+42.40 P.O.T.
"L^E" 2545+51.05 P.C.S.
"L^E" 200' Sp.
S 2°00
a 1.0
"A" 240' Sp.
S 7°12'
a 2.5
"A" 2549+14.16 P.S.
"A" 2551+54.16 P.S.C.
"A" 6° C.L.
T∆ 24°45'3
Ts 329.9
Const. Raised Asph. Conc. Traffic Mkrs.
2550
R/W Line
Const. Cul-de-sac
90' R.
30' R.
2540
Const. Raised Asph. Conc. Traffic Mkrs.
Const. Guard Rail-50'
8'
12'
Const. Temporary Conn.
Existing S
Future "L^E" Line
18" Conc. Pipe (Abandon)
Const. Guard Rail-50'
30' R.
Const Cul-de-sac
100' R.
"L" 2535+53.26 P.O.T. =
"L^E" 2535+48.83 P.S.
"L^E" 200' Sp.
S 2°00
a 1.0
"L^E" 2537+48.83 P.S.C.
"L^E" 2° C.R.
T∆ 8°01'20"
Ts 300.92'
"L^E" 2539+49.94 P.C.S.
"L^E" 200' Sp.
S 2°00'
a 1.0
"L^E" 2541+49.94 P.P.S.
"L^E" 2547+51.05 P.O.T. (12' Rt.) =
"B" 2547+51.05 P.O.T.
"B" 2549+36.05 P.S.
2550
"B" 200' Sp.
S 4°00'
a 2.0
"B" 2551+36.05 P.S.C.
"B" 4° C.R.
T∆ 16°58'5
Ts 313.98
R/W Line
5TH Street
+00 6" Sewer Pipe (in pl.)
Extend - 90' Rt.
Dr. Exc. 2 C.Y.
+05 Const. Manhole with Grate Cover
Inst. 18" Pipe - 164'
Dr. Exc. 76 C.Y.
BEGINNING OF PROJECT DF-186 (18)
STA. 2547+00
+55 Const. Manhole with Grate Cover
18" Conc. Pipe (in pl.)
Extend 96' Rt. & 6' Lt.
Const. Type "D" Catch Inlet
Const. Outlet Ditch
2' Bot. - 1½:1 Slope
Dr. Exc. 50 C.Y.

NORTH PLAINS INTERCHANGE SEC. SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	DF-186 (18)		See Index


W. M.
SEC. 1
SEC. 12
"HP" 250+05
Salvage Ext'g. 84" C.M.P. 60'
"HP" 251+50
Inst. 84" Corr. Metal Pipe-126' { 60' of Salvaged / 66' of New
8 Gage
Dr. Exc. 5 C.Y.
Gen. Exc. Incl. in Rdwy. Distr.
See Sheet 5-A for Installation Details
Hillsboro-North Plains County Road
255 End Paving
+50 Const. Appr.
+70 "D" Inst. 18" Pipe-112' Dr. Exc. 52 C.Y.
+80 "A" Inst. 18" Pipe-120' Dr. Exc. 55 C.Y.
"A" 2555+66.80 P.T.
"A" 240' Sp. S 7° 12' a 2.5
Const. Channel Change 10' Bot. - 1½:1 S1. Gen. Exc. Incl. in Road Quant.
"A" 2553+26.80 P.C.S.
"A" 6° C.L. T_a 24°45'30" T_s 329.94'
"A" 2551+54.16
Const. Guardrail - 1075'
Const. Guardrail - 600's
"A" LINE
"L" 2557+16.68 P.O.T. = "HP" 248+38.28 P.O.T.
+13.82
"A" 2557+20.65 P.O.T. = "HP" 250+88.28 P.O.T. = "D" 2556+50.49 P.O.T.
"D" 2558+88.43 P.S.
"D" 200' Sp. S 4°00' a 2.0
Const. Guardrail - 625'
"D" 2560+88.43 P.S.C.
"D" 4° C.L. T_a 16°58'50" T_s 313.98'
"D" 2563+09.61 P.C.S.
"D" 200' Sp. S 4°00' a 2.0
"D" 2565+09.61 P.T.
"D" 2566+94.61 P.O.T. = "L" 2566+94.61 P.O.T. (12' Lt.)
R/W Line
Const. Guardrail - 600' Under Sep. Contract
"D" LINE
Const. Grade Separation Str. Roadway Width - 30'
"L" LINE
2560
12'
isting Sunset Highway
"L^E" LINE
Const. Detour
+77.82
"L^E" 2557+28.98 P.O.T. = "HP" 247+53.38 P.O.T.
"B" LINE
Const. Guardrail - 200'
2555
Const. Guardrail - 150'
"B" 4° C.R. T_a 16°58'50" T_s 313.98'
"B" 2553+57.23 P.C.S.
"B" 200' Sp. S 4°00' a 2.0
"B" 2555+57.23 P.T.
"B" 2557+95.17 P.O.T. = "HP" 245+03.38 P.O.T. = "C" 2557+25.01 P.O.T.
"B" +00 Inst. 18" Pipe-52' Inst. End Section Dr. Exc. 2 C.Y.
Const. Guardrail - 275'
"C" LINE
205
Const. Guardrail - 175'
Underground Telephone Cable To be adjusted by Others
"HP" LINE
End Paving
+45
"C" 2558+78.86 P.S.
"C" 240' Sp. S 7°12' a 2.5
"C" 2561+18.86 P.S.C.
"C" 6° C.R. T_a 24°45'30" T_s 329.94
"C" 2562+91.50 P.C.S.
"C" 240' Sp. S 7°12' a 2.5
Const. App. Const. 12" Pipe-30' Inst. Exc. 1 C.Y. Dr. Exc. 1 C.Y.
Const. Guard Rail - 37.5'
2565
Const. Raised Asph. Conc. Traffic Mkrs.
R/W Line
"C" 2563+91.50 P.T.
+50 Const. App.
60'
"DLC" LINE
Const. Service Road
Inst. 18" Pipe - 40' Dr. Exc. 2 C.Y.
.55 Const. Type "D" Catch Inlet Const. Outlet Ditch 2' Bot. - 1½:1 Slope Dr. Exc. 50 C.Y.
18" Conc. Pipe (in pl.) +35 Extend 78' Rt. Inst. End Section Dr. Exc. 42 C.Y.
Const. Manhole with Grate Cover 18" Conc. Pipe (in pl.) +45 Extend 78' Rt. Const. Type "D" Catch Inlet Dr. Exc. 40 C.Y.
18" Conc. Pipe (in pl.) .35 Extend 194' Rt. & 72' Lt. Dr. Exc. 100 C.Y.
Const. Manhole with Grate Cover 18" Conc. Pipe (in pl.) .0 Extend 80' Rt. Inst. End Section Dr. Exc. 45 C.Y.

RECEIVED
JUL 11 1958
FOR FILING

Salem, Oregon
July 9, 1958

Throughway Agreement
North Plains Interchange
Sunset Highway No. 47
Washington County

Mr. Leonard I. Lindas
OFFICE

Attached is a copy of a draft covering the subject named project. Will you please have an agreement prepared and return six copies of the same to me. Copies of the exhibit will be furnished by County and City Relations as soon as available.

THIS AGREEMENT, made and entered into this ______ day of ___________, 1958, by and between the STATE OF OREGON, hereinafter called "State"; and WASHINGTON COUNTY, a political subdivision of the State of Oregon, by and through its County Court, hereinafter called "County";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to construct the North Plains Interchange Section of the Sunset Highway, State Primary Highway No. 47 as a throughway, as that term is defined in ORS 374.010. Hereinafter, all acts necessary to accomplish this end shall be referred to as "Project."

2. Pursuant to ORS 366.775, State and County may enter into agreements for the construction, reconstruction, improvement or repair of any road, highway or street.

3. Pursuant to ORS 374.060 and ORS 374.065, State is empowered, with the official approval of County, to close any street or road at or near its point of intersection with the throughway or to make provision for the carrying of the street or road over or under the throughway.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain the necessary right-of-way by purchase or otherwise, let and award all contracts, and supervise

construction of the project. Attached hereto and marked "Exhibit A" and by this reference made a part hereof, is a map of one page showing the general plans and location of said project.

2. State shall construct and thereafter maintain the Hillsboro-North Plains Interchange as shown colored in green on the attached "Exhibit A."

3. State shall reconstruct portions of Hillsboro-North Plains Road and its connections to intersecting roads and streets as shown colored in orange on the attached "ExhibitA."

4. State shall construct "turnarounds" on 5th Street as shown colored in orange on sheet No. 4 of the attached "Exhibit A."

5. State shall construct a service road on the southerly side of the North Plains Interchange connecting said service road to the Hillsboro-North Plains Road as shown colored in blue on sheet No. 4 of the attached "Exhibit A."

6. State shall construct and thereafter maintain a frontage along the northerly side of the throughway from a connection with a private road to a connection with an unnamed county road as shown colored in brown on sheet No. 5 of the attached "Exhibit A."

7. State shall close the following roads in the following manner and at the following locations:

a. Fifth Street at those points as shown by means of red lines on sheet No. 4 of the attached "Exhibit A."

b. An unnamed county road at a point opposite to and northerly from Highway Engineers Survey Station approximately 2685 as shown by means of a red line on sheet No. 5 of the attached "Exhibit A."

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves "Exhibit A" attached hereto and all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. County shall, upon completion by State of the provisions as described and set forth in paragraphs 3, 4 and 5 under THINGS TO BE DONE BY STATE, assume maintenance of and jurisdiction over, those certain portions of road at its sole expense.

3. County acknowledges the effect and scope of ORS 366.320 (3) and pursuant thereto, consents to the vesting in State of those portions of right-of-way of the County within the right-of-way boundary lines of the throughway.

4. County consents to the closure of those roads as described and set forth in paragraph 5 under THINGS TO BE DONE BY STATE.

5. County agrees that no county roads will be constructed running into or intersecting the throughway without the written approval of State.

6. County shall execute this agreement during a duly authorized session of its County Court.

IN WITNESS WHEREOF, the parties hereto have subscribed their names and affixed their seals as of the day and year first above written.

ATTEST:

Secretary

APPROVED:

State Highway Engineer

APPROVED AS TO FORM:

Chief Counsel

STATE OF OREGON, by and through its State Highway Commission

By________________________ Chairman

By________________________ Commissioner

By________________________ Commissioner

WASHINGTON COUNTY, by and through its County Court

By________________________ County Judge

ATTEST:

County Clerk

By________________________ County Commissioner

By________________________ County Commissioner

G. S. Paxson
Asst. State Highway Engineer

cc: Tom Edwards
C. G. Swenson

FORM E-123-X 25M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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D.F.-186 (18)

5335

August 14, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustment
North Plains Interchange Section
Sunset Highway
Washington County

Gentlemen:

Bids on the above titled project will be received in the near future and certain of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as soon as may be practicable.

The facilities which must be adjusted are as follows:

An open wire contact on power poles along the northerly side of the existing highway between Stations 2556+50 and 2564+00.

A cable contact on power poles which crosses the existing highway near Station 2557+40.

A buried cable which crosses the existing highway near Station 2557+40.

All of these facilities are located on public road right of way so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details may be secured from Mr. James Cochell, Box 154, Hillsboro, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. F. W. Farrar
Mr. James Cochell

NOTED
FORREST COOPER

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[illegible] 1958
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COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

2255

August 13, 1958

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustment
North Plains Interchange
Sunset Highway
Washington County

Gentlemen:

Bids on the above titled project will be received as soon as the present unsettled conditions in the heavy construction industry have reached some sort of a satisfactory solution permitting the Highway Commission to receive competitive bids on a basis of known labor cost factors. Certain of your facilities on the project must be adjusted in order to accommodate the highway construction, and it is requested that you proceed with the work as soon as practicable.

The existing lines that must be relocated are along the east side of a county road which crosses the Sunset Highway near Highway Engineer's Station 2557+25 and along the northerly side of the Sunset Highway. Both of these lines are located on public right of way so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. James Cochell, Box 154, Hillsboro, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. F. W. Farrar
Mr. James Cochell

NOTED
FORREST COOPER

RECEIVED
AUG 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FS-217(6) Elkton-Smith Tr. Sec. of 1958
S-217(7) Elkton-Sutherlin Hwy.
[illegible]36

RECEIVED
FEB 28 1961

FOR FILING

DL-217(6)
S-217(7)
5336

February 27, 1961

The Aetna Casualty and Surety Company
300 Yeon Building
Portland 4, Oregon

Attention: Mr. S. R. Walsh, Supt.
Bond Department

Gentlemen:

This is to acknowledge your letter of February 21 concerning our Contract No. 5336 with M. J. Brassfield Co. and J. M. Purcell Construction Co., for grading and paving the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

On December 31, 1960, there was no money due the contractors on this project as full payment had already been made prior to that date. The final contract price on this job was $589,425.34. The post final payment is included in this amount.

This project was completed June 15, 1960, and 155 work days were used, which was the exact amount of work days called for in completing the contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

7

5336
Douglas

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

PORTLAND OFFICE
JAMES K. WELLMAN, MANAGER
300 YEON BUILDING
CAPITOL 2-9111

PORTLAND 4, ORE.
February 21, 1961

Oregon State Highway Commission
Salem
Oregon

J. M. Purcell Construction Co.
Salem, Oregon

(J. M. Purcell Construction Co. &
M. J. Brassfield Co., a joint venture)

Gentlemen:

J. M. Purcell Construction Company has given us a financial statement for bonding purposes. In that statement dated December 31, 1960 there is listed an account receivable from the joint venture of J. M. Purcell Company and M. J. Brassfield Co. from the Elkton-Sutherlin Bridge Job, Federal Aid Project DS 217(6) on which the contract price was $589,311 ✓ 589,425.34 incl. Extras and the account receivable is $14,991.91.

Can you verify this account receivable for us and also tell us with what satisfaction the work was completed? Thank you. ✓

Very truly yours,

S R Walsh

S. R. Walsh, Supt.
Bond Department

srw/cs

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1961
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W.C. Williams

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JAN 25 1961
FOR ...ING

NOTED
W. C. WILLIAMS

January 16, 1961

FINAL COST ANALYSIS
Grading & Paving

Elkton-Smith Bridge Section
Contract #5336.

Elkton-Sutherlin Highway
Prefix No. 110-1052

Contractors: M.J. Brassfield Co. & J.M. Purcell Constr. Co.
Resident Engineer: J.R. Hagedorn

~~S-217(6)~~
S-217(7)
5336

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	38,000.00		13,452.89	38,000.00
Drainage Excav., Unclass.	6,249.1	Cu.Yd.	2.50	2.70	16,872.97	15,622.75
Emb.Found.Excav., Unclass.	6,981.2	Cu.Yd.	0.30	0.23	1,702.01	2,094.36
General Excav., Unclass.	485,962.4	Cu.Yd.	0.30	0.42	204,366.56	145,788.72
Short Overhaul	1,858,842.6	Yd.Sta.	0.01	0.014	26,807.79	18,588.43
Long Overhaul	47,970.5	C-Yd.Sta.	0.40	0.576	27,654.63	19,188.20
Finish R.B. and Slopes	3.75	Mile	600.00	582.86	2,185.75	2,250.00
Rounding Cutbanks	12,670	Lin.Ft.	0.20	0.195	2,470.98	2,534.00
12" Corr.Mtl.Pipe	1,038.	Lin.Ft.	3.25	2.62	2,715.55	3,373.50
18" Corr.Mtl.Pipe	1,757.	Lin.Ft.	4.50	3.82	6,708.10	7,906.50
24" Corr.Mtl.Pipe	480.	Lin.Ft.	6.50	6.46	3,099.25	3,120.00
36" Corr.Mtl.Pipe	130.	Lin.Ft.	11.00	9.32	1,212.23	1,430.00
24" Corr.Mtl.Pipe, 12 ga.	190.	Lin.Ft.	7.50	6.82	1,296.84	1,425.00
78" Corr.Mtl.Pipe, Cattle Pass	196.	Lin.Ft.	46.00	43.70	8,565.75	9,016.00
6" Perf.Mtl.Dr.Pipe, Unctd.	868.	Lin.Ft.	1.80	1.60	1,388.58	1,562.40
8" Perf.Mtl.Dr.Pipe, Unctd.	2,200.	Lin.Ft.	2.25	2.03	4,455.56	4,950.00
Sp.Backfill in Drains	443.92	Cu.Yd.	5.00	4.85	2,154.08	2,219.60
Class "A" Concrete	118.75	Cu.Yd.	54.00	51.31	6,093.52	6,412.50
Metal Reinforcement	23,294.5	Lbs.	0.15	0.112	2,613.88	3,494.18
*Metal Guard Rail	6,055.5	Lin.Ft.	3.00	2.70	16,349.85	18,166.50
*Metal Sight Post, Dbl.Reflec.	114.	Each	5.00	4.00	456.00	570.00
**Coarse Cr.Mat'l in Base	66,851.87	Ton	2.20	2.19	146,744.11	147,074.11

FORREST COOPER

FINAL COST ANALYSIS - Cont[illegible]t No. 5336
Elkton-Smith Bridge Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
**3/4"-0 Mat'l in Base	11,092.96	Ton	2.65	2.69	29,869.05	29,396.34
Sprinkling	1,232.	M-Gal.	2.50	2.35	2,891.27	3,080.00
**Preparation of Base	3.36	Mile	200.00	364.59	1,225.04	672.00
**3/4"-0 Mat'l in Binder Course	161.5	Ton	3.30	3.82	616.89	532.95
**RC-3 Asphalt	11.25	Ton	47.00	39.57	445.17	528.75
**Asphaltic Concrete Mix.	7,914.25	Ton	5.40	5.60	45,098.95	42,736.95
**85-100 Asphalt in Mix.	419.93	Ton	37.50	33.54	14,085.91	15,747.38
**Extra for Ash. Conc. Approaches	21.	Each	30.00	28.03	588.70	630.00
*14' Metal Gates	20.	Each	100.00	90.00	1,800.00	2,000.00
*16' Metal Gates	5.	Each	110.00	100.00	500.00	550.00
*Type 2 Metal Fence	2,426.	Rod	6.00	5.00	12,130.00	14,556.00
Cement Adj.	2.93	Bbl.	6.05	6.05	17.73	17.73
Sp. Backfill in Drains	1,024.24	Cu. Yd.	5.00	4.85	4,970.00	5,121.20
8" Perf. Mtl. Dr. Pipe, Unctd.	5,982.	Lin. Ft.	2.25	2.03	12,115.04	13,459.50
PA#1 Flagging					402.50	402.50
PA#2 Relocate Water Main					574.92	664.76
PA#3 Water Storage Pond Exc.					131.08	136.34
PA#4 8" C.M.D. Pipe					4,406.19	4,406.19
					$631,236.32	$589,425.34

	Gross Revenue	Total Cost	Loss	% Loss
Brassfield & Purcel & Sub.	351,370.40	391,723.77	40,353.37	11.2%
J.C. Compton & Subcon.	238,054.94	239,512.55	1,457.61	0.6%
	$589,425.34	$631,236.32	$41,810.98	7.1%

* Work done by Brooks Construction Co.

** Work done by J.C. Compton and Beckley & Thomas

DETAIL OF COST - Contract No. 5336

J. C. Compton

Labor:			
Labor		$ 14,651.97	
Labor Insurance		1,299.63	
Health, Welfare and Pension		591.01	
Travel Pay		448.40	$ 16,991.01
Materials:			
RC-3 Asphalt	11.25 Ton @ $26.75	300.94	
85-100 Asphalt	419.93 Ton @ $24.00	10,078.32	
Freight on Asphalt		4,038.54	
Aggregates (Subcontractor-Beckley & Thomas)		175,187.21	189,605.01
Equipment Rental and Miscellaneous Supplies:			
Equipment Rental, Owned		9,091.70	
Equipment Rental, Hired		345.82	
Gas, Oil and Grease		2,179.24	
Fuel Oil		1,654.25	
Bond		268.52	
P.U.C.		207.21	
Small Tools and Miscellaneous Supplies		272.38	
Home Office and General Overhead		790.20	14,809.32
Subcontractors:			
C.C. Meisel Placing Aggregates		18,107.21	18,107.21
		TOTAL COST	$ 239,512.55

DETAIL OF COST - Contract No. 5336

Brassfield & Purcell

Labor:					
Labor				$ 112,678.56	
Labor Insurance				9,866.79	
Health and Welfare				3,135.86	$ 125,681.21
Materials:					
12" C.M.P. & Bands	1,038	Lin.Ft.	@ $1.89	2,035.53	
18" C.M.P. & Bands	1,757	Lin.Ft.	@ $2.67	4,848.72	
24" C.M.P. & Bands	480	Lin.Ft.	@ $4.09	2,036.82	
36" C.M.P. & Bands	130	Lin.Ft.	@ $8.10	1,093.50	
24" C.M.P. & Bands, 12 ga.	190	Lin.Ft.	@ $5.52	1,092.96	
78" C.M.P. & Bands	198	Lin.Ft.	@ $29.54	6,162.10	
6" Perf.Mtl.Dr.Pipe, Unctd, & Bands	868	Lin.Ft.	@ $0.75	686.89	
8" Perf.Mtl.Dr.Pipe, " " "	8,812	Lin.Ft.	@ $0.98	8,541.10	
Sp.Backfill in Drains	1,468.16	Cu.Yd.	@ $3.55	5,211.97	
Class "A" Concrete	118.75	Cu.Yd.	@ $21.38	2,539.38	
Metal Reinforcement	23,294.5	Lbs.	@ $0.097	2,264.46	
Materila used on Force Account #2				369.04	36,882.47
Equipment Rentals and Miscellaneous Supplies:					
Equipment Rentals, Owned				83,020.40	
Equipment Rentals, Hired				71,757.07	
Gas, Oil and Grease				17,723.80	
Explosives and Drill Steel				5,720.27	
Freight and Cartage				4,122.78	
Bond and Insurance				4,655.85	
P.U.C.				116.13	
Damage Claim				100.00	
Small Tools and Miscellaneous Supplies				2,617.52	
Home Office and General Overhead				8,090.42	197,924.24
Subcontractor:					
Brooks Construction Co., Guard Rail and Fence				31,235.85	31,235.85
TOTAL COST					$ 391,723.77

Remarks - Contract No. 5336

This was a "Federal Aid Secondary Project" calling for the construction of 3.75 miles of highway roadbed and 3.36 miles of asphaltic concrete pavement on the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County. The project was bid August 19th and awarded October 10, 1958. Work started September 2, 1958 and was completed June 15, 1960.

The contractor moved in his equipment and started clearing September 2nd in the areas that could be entered before the awarding of the contract in the hopes of getting the embankment foundation excavation removed before wet weather set in and he would be unable to work this section. The clearing consisted of scrub oak, brush and some fir timber on the north end. As the clearing progressed, the grading equipment was moved in and started working in the areas open, which were more or less in the middle of the project, until October 10th when the contract was awarded. The grading continued until November 3rd then shut down for the winter.

The contractor returned the second week of March, 1959 and had considerable difficulty in his operations during the spring and summer due to the wet condition of the cuts. Some of the equipment was in much need of repairs slowing down his production to a great extent. The grading was completed and equipment moved out the last week in September, 1959.

The prime contractor sublet the surfacing and paving to J.C. Compton Company who, in turn, sublet the crushing, hauling and/or stockpiling of the aggregates to Beckley and Thomas and the placing of the coarse crushed base and the 3/4"-0 in base to C.C. Meisel.

The paving contractor moved in his paving plant and started placing asphaltic concrete November 7th and completed laying the base course November 14th. He then shut down for the winter returning to complete the top course May 19, 1960 and completing all paving and shoulder work June 3, 1960.

The guard rail was then placed completing all work on this contract June 15, 1960.

The prime contractor shows a loss due to the wet condition of the cuts and equipment in poor condition.

The subcontractor on the paving shows a small loss due to the move out and return the following year to complete the small amount of paving required to complete the project.

M.N. Juve
Chief Cost Analyst

By C.E. Layton

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DEC 16 1960
FOR FILING
AA-217 (6)
1-217 (7)
5336

71

December 16, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1578
Tacoma 1, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to M. J. Brassfield Co. & J. M. Purcell Const. Co., on contract #5336 for grading-paving the Elkton-Smith Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $589,425.34, including the post-final payment of $113.43. Of the total, $5,609.79 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: M. J. Brassfield Co., and
J. M. Purcell Const. Co.,
975 Imperial Drive
Salem, Oregon

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
1960

5217 (7)

5336

December 2, 1960

Mr. Jack M. Purcell
685 Welcome Way S.E.
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Jack:

In accordance with your recent request, I am forwarding copies of correspondence concerning the errors in billing made on Extra Work Order No. 4, Elkton-Smith Bridge Section.

You will note that the corrected billing will result in an additional payment to you of $113.43.

Very truly yours,

W. C. Williams
State Highway Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

Enclosure

cc W. C. Williams ✓

RECEIVED
1960
OFFICE OF
[illegible]

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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1960
FOR FILING

E-217(7)
5336

November 7, 1960

M. J. Brassfield and J. M. Purcell Construction Company
975 Imperial Drive,
Salem, Oregon

Gentlemen:

An examination of the labor bills submitted during August and September, 1959 for payment of work done under Extra Work Order No. 4, drainage excavation for 8-inch perforated pipe, on the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway, Contract No. 5336, shows discrepancies between the amounts billed and actually paid to the men as follows:

NAME	ACTUALLY PAID	BILLED ON E.W.O.
Graham	$3.66	$3.16
Williams	$3.60	3.10
Miller	3.00	2.90
Hamilton	2.85	2.90
Kruger	2.60	2.65
Hassett	3.60	3.10
O'Leary	3.00	2.90
Laird	2.60	2.65

You will note that the billing should have been higher in some cases and lower in others. It appears that faulty accounting accounts for the errors and that when corrected invoices are received, credit will accrue to your organization.

Please therefore resubmit corrected force account payroll forms covering Extra Work Order No. 4 so that our files will contain authentic information. Any further payments due you will be forwarded on the receipt of these corrected forms.

Very truly yours,

W. C. Williams
State Highway Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

FBK:fp
cc Forrest Cooper
C. H. Maison
R. L. Porter

NOTED
FORREST COOPER

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NOV 1960

Contract 5336

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13/60/6

Monthly transaction number

Project report number
28-217(6)
S-217(7)
5336

For R-2A
(5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

ate **Oregon**

County **Douglas**

Project number **S-216(7)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **October 29**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project $ **297,788.00**

Revised Federal funds $ **183,364.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **9** day of **December**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **XX** **C. G. Polk**
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: December 7, 1960

By: D M Emrich.
D. M. Emrich
Acting Division Engineer

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Proposed modification of Federal-aid Project Agreement

Attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

S-216(7) Elkton-Smith Bridge Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachment

RECEIVED
DEC - 7 1960
OFFICE OF
STATE HIGHWAY ENGINEER

December 8, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Elkton-Smith Bridge Section, Project No. S-216(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:er

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OCT 3 1958
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[illegible] 5336

Monthly Transaction No.

Project Report No.
NS-217(6)
S-217(7)
5336

For -2
(9-1 7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

te: Oregon
County: Douglas
Project No.: S-216(7)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Jc. FA 20 to Umpqua River (Smith Bridges)
(Elkton-Smith Bridge Section) on State # 231

Project classification or class of work	Effective date of authorization	Approximate length (*Miles*)
Highway planning		
Preliminary engineering	7-14-58	3.4
Rights-of-Way		
Construction	7-14-58	3.4
Other (*Specify*)		

FUNDS

Estimated total cost of project $ 280,452.00
Federal funds $ 173,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CGPolk
C. G. Polk
Division Engineer

Date executed by Division Engineer October 29, 1958

USComm-DC 40257

October 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Elkton-Smith Bridge Section, Project No. S-216(7).

Very truly yours,

W. C. Williams
State Highway Engineer

RNC:mfh

By

Forrest Cooper
Deputy State Highway Engineer

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis of project agreement for the Elkton-Smith Bridge Section, Project No. S-216(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-216(7)

ELKTON-SMITH BRIDGE SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices)

Salem, Oregon October 13, 1958

Type Code P.E.

Preliminary Engineering	All Required	$ 3,000.00

Type Code 6201
Roadway (Sta. 0+10 to Sta. 177+72.75)(Contract No. 5336)

Metal Guard Rail	6,900	lin. ft.	$3.00	$20,700.00
Metal Sight Posts, Double Reflector	110	only	5.00	550.00
Coarse Crushed Material in Base	60,400	tons	2.20	132,880.00
3/4" - 0 Material in Base	9,740	tons	2.65	25,811.00
Sprinkling	1,300	M-gals.	2.50	3,250.00
Preparation of Base	3.36	miles	200.00	672.00
3/4" - 0 Material in Binder Course	550	tons	3.30	1,815.00
MC-3 Asphalt	60	tons	47.00	2,820.00
Asphaltic Concrete Mixture	8,140	tons	5.40	43,956.00
85-100 Asphalt in Mixture	490	tons	37.50	18,375.00
Extra for Asphaltic Concrete Approaches	10	only	30.00	300.00
				$251,129.00
Flagging (57½% of Contractor's Cost)	All Required			500.00
Signing	All Required			600.00
	Subtotal			$252,229.00
	10% Engr. & Cont.			25,222.90
	Total			$277,451.90

Length of Roadway . . . . 3.364 miles
Cost of Roadway Per Mile. $82,476.78

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
Roadway	277,451.90	171,200.00	106,251.90
	$280,451.90	$173,000.00	$107,451.90

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
State Funds for Maint.: Chap. 529, laws, 1939

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5336

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Elkton-Smith Bridge** Highway **Elkton-Sutherlin**

County **Douglas** MP____ to MP____ Contractor **Brassfield**

Resident Engineer **J. R. Hagedorn** Inspector____

Date Completed **October, 1960** Date Reported **October 20, 1960**

Type and Thickness of Wearing Surface **3½" B** A. C.___ Oil Mat____ Seal.

N, [✓ S], E, W from MP or Sta. Jct. W/38							[✓ N], S, E, W from MP or Sta.						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	87	87				1	750	77	77			
2	1500	166	79				2	1500	157	80			
3	2250	243	77				3	2250	237	80			
4	3000						4	3000					
5	3750						5	3750					
6	4500						6	4500					
Average Roughness Per Mile 81"							Average Roughness Per Mile 79"						

Remarks:

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED
SEP - 1 1960
FOR FILING
EI-217(1)
S-217(1)
5336

August 31, 1960

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 5336, for grading and paving the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County, was completed by the contractor, M. J. Brassfield Co. and J. M. Purcell Construction Co., on June 15, 1960 and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $17,835.11 will be released to the contractor on or after September 12, 1960. The total contract amount is $589,311.91, of which amount $5,496.36 represents force account items.

A claim has been filed against this contract of which you were previously notified. There was also another claim filed against the contract, and we have been notified that it has been paid in full. Our records indicate that you were previously advised of this information.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

FORM E-30 35M 9-51 93815

RECEIVED
[illegible] 1960
FOR FILING
LS-217(6)
L-217(7)
5326

A

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1960

SUBJECT:

To: Mr. Frank Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

This is to advise you that the following section of highway has been completed and opened to traffic:

Section Elkton-Smith Bridge

Highway Elkton-Sutherlin Secondary Highway No. 231

County Douglas

Pursuant to an abandonment agreement between the State and Douglas County dated September 24, 1958, the County shall accept jurisdiction over and maintain as part of the county road system Unit(s) "A" of the old right-of-way and the State shall place the old highway in serviceable condition before turning it over to the county.

Inasmuch as the Highway Commission will adopt a resolution in the near future abandoning these portions of old right-of-way to the county, please contact the county to inspect and correct any deficiencies in the old highway before it is given to the county.

P. M. Stephenson
P. M. Stephenson
Assistant State Highway Engineer

cc: I. A. De France
Larry Rulien, D.M.S., Roseburg

NOTED
P. M. STEPHENSON

RECEIVED
JUL 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL 26 1960
FOR FILING
X8-217(6)
[illegible]
[illegible]

July 25, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to M. J. Brassfield Co. & J. M. Purcell Construction Co., a portion of the funds heretofore retained by the Commission on contract #5336 for grading-paving the Elkton-Smith Bridge Section of the Elkton-Sutherlin Secondary Highway in Douglas County.

This payment, in the amount of $17,672.01, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $17,508.77. The present payment will be released on or after August 4, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUN 27 1960
FOR FILING

DS-216(6)
S-216(7)
5336

A

June 24, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 15, 1960, on Contract No. 5336, Elkton-Smith Bridge Section, in Douglas County, in connection with Federal Aid Project Nos. DS-216(6) and S-216(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

cc: Clarence G. Swenson

Form E-1—(Rev.)—

DS-217(6)
S-217(7)
5336

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 18, 1960

Section Elkton - Smith Bridge
Highway Elkton-Sutherlin County Douglas
Contractor M.J. Brassfield Co. & J.M. Purcell Conts. Co.
Date of contract Oct. 10, 1958
Date work started Sept. 2, 1958
Project authorization $612,471.38
Exclusive of engineering $568,917.26
Kind of work Grading & Paving
Section prefix 110-1050
Contract number 5336
Specified work days 155
Work days used 155
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $590,324.00
Estimated per cent overrun or 3.6 %
Per cent of contract completed, based on estimated cost 100 %
Engineering authorization $43,553.52
Engineering cost to date $42,317.47, 97 %
Date project was completed June 15, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	----

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Contractor completed the painting of guard rail and the usual cleanup including smoothing the shoulders adjacent to the guard rail on Wednesday.

The remeasure work has been done in the field and the notes have been submitted to Salem for I.B.M. computation.

CONSTRUCTION DIVISION
RECEIVED
JUN 20 1960
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ CDE

NOTED

NOTED

C. E. PAULSEN

Signed J R Hagedorn by C.H.C.
Address John R. Hagedorn Res. Eng'r.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.75	3.75		3.67	3.67
Miles partially completed					
Miles completed	3.75	3.75		-	3.67
Total estimated quantities (contract)	486,000	70,140			8,630
Total quantities corrected to date	492,000	77,943			7,914
Estimated quantities moved or placed to date	489,300	77,943			7,914
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	O'cast		
Friday	Fair		
Saturday			

RECEIVED
0
FOR FILING

U-217(6)
S-217(7)
5336

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

January 4, 1960

State of Oregon
Highway Department
Salem, Oregon

Mr. Floyd Query
Secretary

Dear Mr. Query: Bond 25806 - M. J. Brassfield Co. & J. M. Purcell Construction Co. (Contract No. 5336)

Your letter of December 10 concerning notice by Buchanan Excavating Company filed against our principals on the above job has just come to my attention.

We are taking the matter up with our principals, and are certain that the matter will receive adequate and prompt attention by them. In the meantime we thank you very much for your courtesy in bringing this matter to our attention.

Yours very truly,

W. T. Atkins
Claims Department

WTA:ar

NOTED
FLOYD QUERY

RECEIVED
JAN 5 1960
STATE [illegible]

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

RECEIVED
DEC 11 1959
FOR FILING

[illegible]
[illegible]
5336

December 10, 1959

Buchanan Excavating Company, Inc.
P. O. Box 187
Junction City, Oregon

Gentlemen:

In regard to your telephone call this morning to this office concerning your claim for rental and repair of equipment furnished to M. J. Brassfield Co. & J. M. Purcell Construction Co., Salem, the contract to which you referred is evidently State Highway Contract No. 5336 for grading and paving the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County. We have checked with our Construction Division and they have informed us that this contract is about 85 percent complete and will not be finished until sometime next summer.

The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Ave., Portland, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of State. Enclosed are excerpts from the Oregon Laws showing the filing procedure. In the meantime, we will advise the surety and the contractor that this information has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

enc.
CWH:fp

NOTED ON CARD

RECEIVED
DEC 11 1959
FOR FILING

[illegible]
[illegible]
5336

December 10, 1959

United Pacific Insurance Company
Medical Arts Building
Tacoma, Wn.

Gentlemen:

We have been notified today by Buchanan Excavating Company, Inc., P. O. Box 187, Junction City, that M. J. Brassfield Co. & J. M. Purcell Construction Co., prime contractors, owe them (amount not stated) for rental and repair of equipment furnished in connection with State Highway Contract No. 5336 for grading and paving the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
United Pacific Insurance Co.
Portland Branch Office
627 Board of Trade Building
Portland 4, Oregon

M. J. Brassfield Co. &
J. M. Purcell Construction Co.
975 Imperial Drive
Salem, Oregon

Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

RECEIVED
FORM E-30 50M 6-59
1960

FOR FILING
[illegible]
[illegible]
5336

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 30, 1959

SUBJECT:

To:
Mr. P. M. Stephenson
Assistant Highway Engineer
Department

The attached file is not too new and you may not wish to do anything about it at this time. It involves the hauling of excess weight loads of gravel by a contractor or subcontractor on the Elkton - Smith Bridge Section - the excess weight loads not being confined to the project limits but including some 3¼ miles of highway outside the project limits and all of the excess weight loads having been issued weight tickets by the State's inspector prior to leaving the plant.

This particular case was brought to the attention of the Construction Division through the Roseburg Division office because of the citations issued and I have discussed the matter on a couple of occasions with Hil Young. However, it occurs to me that since we have gone to paying for rock by weight in about 90% of our contracts for the primary reason, I believe, of eliminating the problem that existed when we paid by volume (namely overloading and underloading), the Construction Division inspectors should be instructed not to write scale tickets for loads that are in excess of the weight that can be legally hauled which would remove any incentive for the contractor to haul overloads. Presumably, according to Mr. Young, construction personnel are so instructed. However, overloads were hauled on this project as will be noted from the attached weighmaster report.

R B Sippress

R. B. Sipprell
Director of Permits

RBS:cl

NOTED
P. M. STEPHENSON

NOTED
V. F. BUSCH

NOTED
H. JENSEN

COPY SENT
TO Road Hqr
OCT 27 1959

Weighmaster Report

Date: October 22, 1959

Subject: Refusal to Weigh (10-50) – Cit #14968

Date: October 22, 1959 Time: 10:45 A M.
Owner: Beckley & Thomas Rock Products Address: Roseburg
Operator: Robert Earl Strickler Address: 4209 S. W. Carnes Road, Roseburg
Truck: G.M.C. Motor No. Lic. No. T121477 PUC No. 3R17611
Trailer: Ser. No. Lic. No. T162-608 PUC No. 3R37050
Axle Arrangement: 3 - 2
Commodity: Logs: (No.) Dimensions:
Other Than Logs: Gravel
Dimensions: Wheelbase: Truck: 17' Trailer: 14' 2" Comb: 45' 6"
Overall: Width: Height: Length: 50' 10"
Permit Carried: Type: E271 None: Not Known:
Location: Hwy. No. M. P. 7.10 Scale No. 10-50
½ mile west on County Road, HWY 231

Owner's Statement (if any):

Truck foreman ordered driver to park truck

Operator's Statement (if any):

Disposition of Load:

Load was left at point of interception and later moved. The writer did not witness disposition of load.

What Happened:

On Oct. 1, 1959 Cit. 149670 was issued to truck belonging to this company. they were advised that this section of HWY #231 was restricted to length and weight. The writer personally explained to Mr. Williams or on the telephone what the situation was and an E271 permit was issued for a 30 day period for ~~company~~ length 60' and weight table.

The company and the drivers know how much they weigh since each load is weighed at point of origin and weight slips issued to the driver which are in turn given to the State inspector. This is done because the company sells the gravel to the State by weight.

Since that date every time we check this area we are detected and the loads are cut down.

On Oct. 20, 1959 at the request of the State engineer on the project to which these people are hauling we checked out a round of trucks. The first ones weight slip had been altered after he had loaded and weighed at the gravel plant as they had received word of our activity and dumped part of the load. The rest were loaded legal knowing we were checking them out.

The writer has personally seen the weight slips presented to the inspector on the job to which they are hauling and many exceed 80,000 lb combine weight

Signed:
Weighmaster

NOTED
R. B. SIPPRELL

Weighmaster Report

Date:

Miscellaneous Subjects

On this date we proceeded down the County Road to intercept a truck before he had a chance to legalize or dump his load. We were followed by the truck foreman, Mr. Bob Ducan, who was acting as lookout. He instructed the driver to park the truck and not to weigh. The driver was informed this constituted a refusal and that he would have to accompany us to the judge. His weight slip showed 81,220 lbs combine weight. Since the wheel base was only 45' 6" his permissable was 68,800 lbs this being a violation of 12,420 lbs combine O/L.

Subject entered a not guilty plea before Judge Woodruff. Bail was set at $100.00 and trial set for Nov. 2, 1959.

Dolph D. Boyer #8

Dolph D. Boyer

Form [illegible]

OCT. 27

TO Road Hwy

Serial No. ☐

OREGON STATE HIGHWAY DEPARTM

WEIGHT REPORT

ALL COMMODITIES except Logs, Poles or Piling

Time 10:45 AM ~~PM~~

Scale ½ mile west on County Rd From Hwy 231 MP 7-16 — 10 (Co.) 50 (No.)

Direction: North 1 ☐ South 2 ☐ East 3 ☒ West 4 ☐

Date 10 (Mo.) 22 (Day) 59 (Yr.)

Operator's Name STICKLER, ROBERT EARL (Show only when in violation) Address 4209 S.W. CARNES Rd Roseburg, Oregon

Owner's Name ☐ Beckley + Thomas Rock Products (Write surname first) Address Roseburg

TRUCK License: 1 ☒ Ore. 2 ☐ Wn. 3 ☐ Cal. 4 ☐ Ida. 5 ☐ — T121477 (Prefix and Number) 9 (Yr.)

Oregon P. U. C. Plate 3 (Class) R 176111 9 (Yr.)

TRAILER License No. T262-608 Ore. P. U. C. Plate No. 3R37050 Other License

Type of Vehicle: GMC

- Truck 1 ☐
- Truck and Pole Trailer 2 ☐
- Truck-Tractor and Semi 3 ☐
- Truck and Trailer 4 ☒
- Train or Double Semi 5 ☐
- Other 6 ☐

Axle Arrangement:

1 ☐ 2-0	6 ☐ 3-1		
2 ☐ 2-1	7 ☒ 3-2		
3 ☐ 2-2	8 ☐ 3-3		
4 ☐ 2-3	9 ☐ 2-1-2		
5 ☐ 3-0	0 ☐		

Commodity Carried: ☐ Gravel

	P U C Combined Weight Rating	Registered Light Weight
Truck		
Semi		
Tr'l'r		

	Axle	Actual Weight	Permissible Weight	Overload
TRUCK	Front	Refusal To Weigh		
	Rear			
	Total		Do Not Total	
INT. AXLE(S)				
TRAILER	Front			
	Rear			
	Total		Do Not Total	
COMBINED WEIGHT			Do Not Total	

GROUP OF AXLES

Actual Weight

Permissible Weight

Overload

TIRES

	Axle		No.	Total Width
TRUCK	Front	(1)		
		(2)		
	Rear	(1)		
		(2)		
	Total			
INT. AXLES		(1)		
		(2)		
	Total			
TRAILER	Front			
	Rear	(1)		
		(2)		
	Total			

Permit No.

Wheel Base:

Truck Unit 17'

Trailer Unit 14'2"

Int. Axle Group

Combination 45'6"

☐

Violation Cited—Type ☐ Legalize Code ☐ (Applicable Statute or Formula)

DISPOSITION: Cited to: Roseburg District ~~Justice~~ Court ☐ on 10-22-59 (Date) for See below (Amount and Type Violation)

Cit. No. 149681

VIOLATIONS OTHER THAN OVERWEIGHT:

Overwidth

Overheight Refusal To Weigh

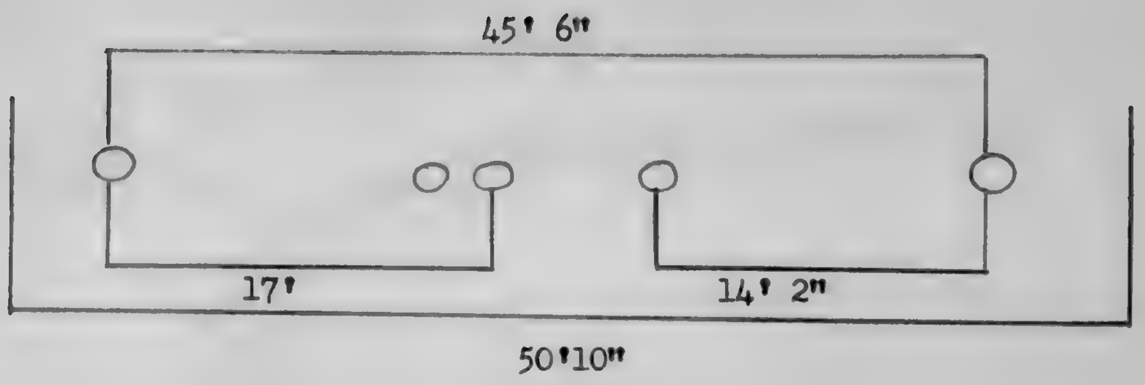
Overlength

P.U.C. Reg'n

Total

(over)

COPY


45' 6"
17'
14' 2"
50'10"

Refusal to weigh.
See Weighmaster Report.

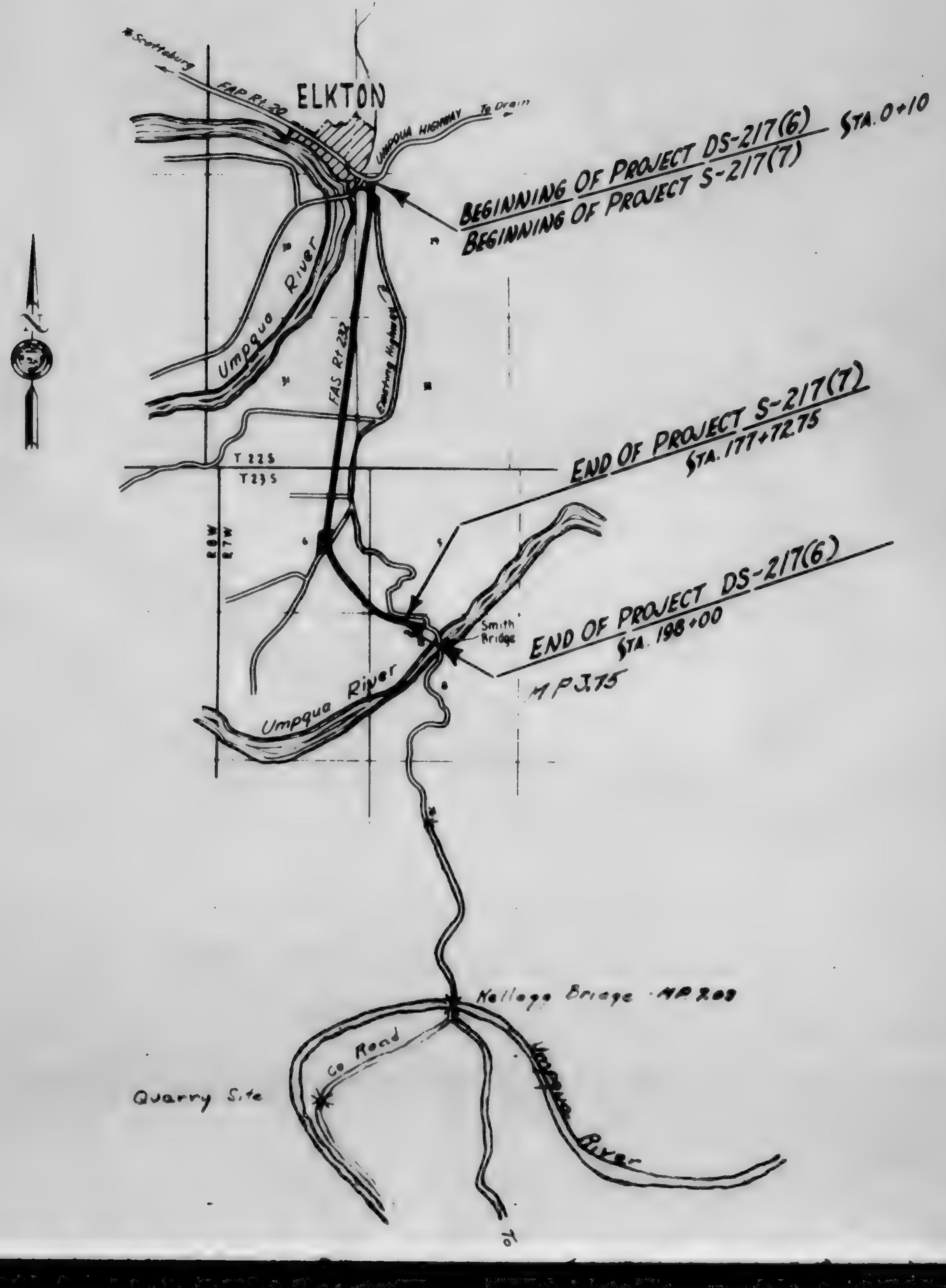
STATE OF OREGON
STATE HIGHWAY DEPARTMENT
PLANS FOR PROPOSED PROJECT

GRADING & PAVING

ELKTON – SMITH BRIDGE SECTION
ELKTON – SUTHERLIN HIGHWAY

DOUGLAS COUNTY

AUGUST, 1958


To Scottsburg
FAP Rt 20
ELKTON
UMPQUA HIGHWAY
To Drain
BEGINNING OF PROJECT DS-217(6)
BEGINNING OF PROJECT S-217(7)
STA. 0+10
Umpqua River
FAS Rt 232
Existing Highway 33
T 22 S
T 23 S
R 8 W
R 7 W
END OF PROJECT S-217(7)
STA. 177+72.75
Smith Bridge
END OF PROJECT DS-217(6)
STA. 198+00
MP 3.75
Umpqua River
Kellogg Bridge MP 20.9
Co Road
Quarry Site
Umpqua River
To

STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

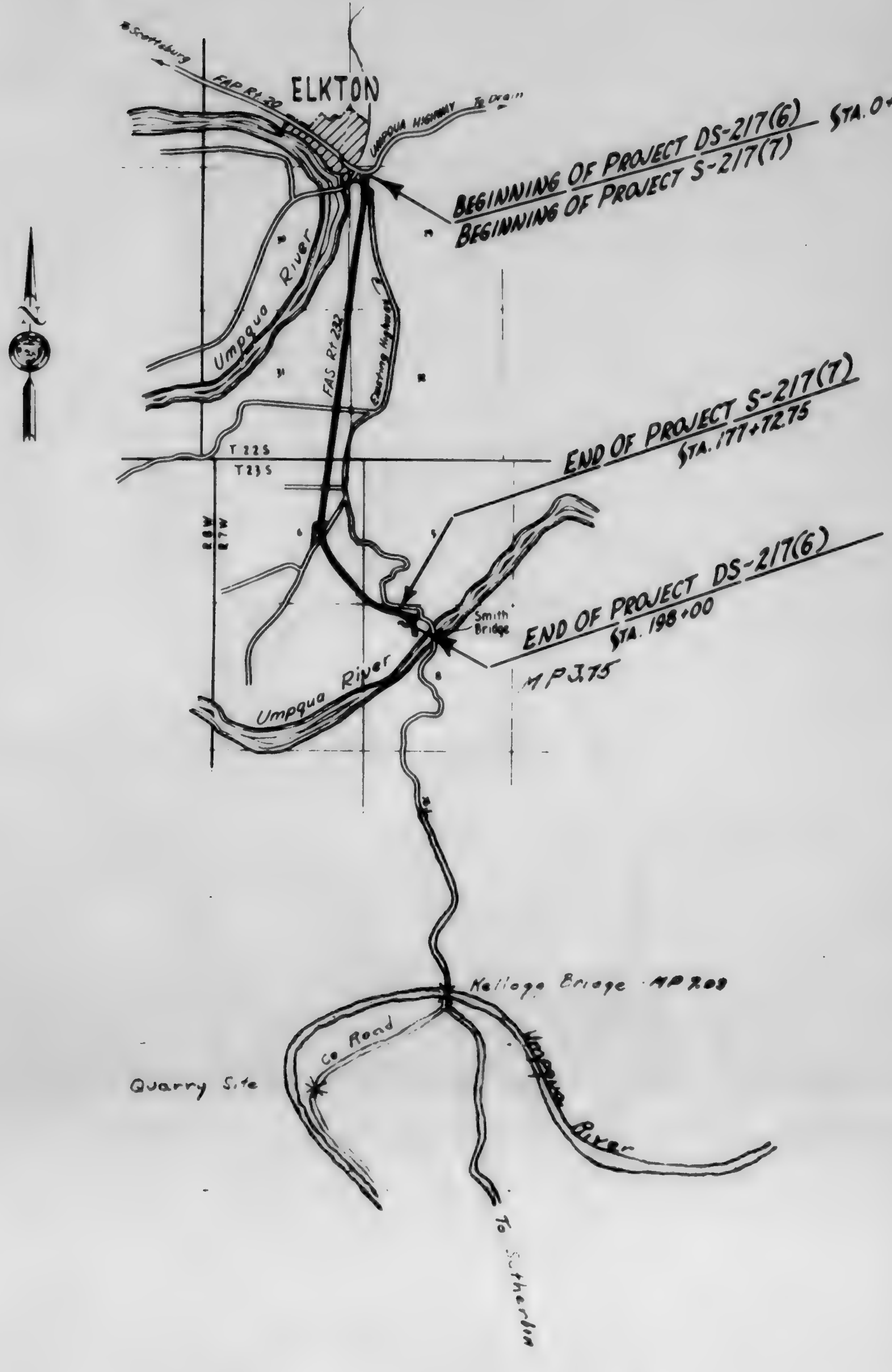
GRADING & PAVING

ELKTON-SMITH BRIDGE SECTION

ELKTON - SUTHERLIN HIGHWAY

DOUGLAS COUNTY

AUGUST, 1958


Scottsburg
FAP Rt 20
ELKTON
Umpqua Highway
To Drain
Beginning Of Project DS-217(6)
Sta. 0+10
Beginning Of Project S-217(7)
Umpqua River
FAS Rt 232
Existing Highway
T 22 S
T 23 S
R 8 W
R 7 W
End Of Project S-217(7)
Sta. 177+72.75
Smith Bridge
End Of Project DS-217(6)
Sta. 198+00
MP 3.75
Umpqua River
Kellogg Bridge MP 7.03
Co Road
Quarry Site
Umpqua River
To Sutherlin

RECEIVED
NOV 30 1959
FOR FILING

[illegible] 217(6)
[illegible]
[illegible]

Cooper

RECEIVED
NOV 25 1959
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

NOTED
W. C. WILLIAMS

CGN RSB 175 11-24-59 148P

TOM EDWARDS

ELKTON-SMITH BRIDGE SECTION OF ELKTON-SUTHERLIN TRAFFIC OPENED TO TRAFFIC ON BASE COURSE OF AC AT 1:00 PM TODAY

J F PUTNAM

RECEIVED
JV 17 1959
FOR FILING

[illegible]
[illegible]
[illegible]

November 16, 1959

Mr. Norman L. Compton
Box 64
Elkton, Oregon

Dear Sir:

Thank you for your letter of November 13 informing us that M. J. Brassfield Co. and J. M. Purcell Construction Co. on November 11 paid their account with you in full.

This pertains to a claim in the amount of $150 for equipment storage in connection with State Highway Contract No. 5336 for grading and paving on the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:ms
cc: United Pacific Insurance Co.
United Pacific Bldg.
Tacoma 1, Washington

Mansfield & Co.
1975 S. W. 5th Ave.
Portland 1, Oregon

M. J. Brassfield Co. & J. M. Purcell Const. Co.
975 Imperial Drive
Salem, Oregon

Commission
W. C. Williams
Forrest Cooper

NOTED ON CARD
dc

Elkton Ore
Nov. 13 1959
(80x64)

State Hiway Comm.
Salem Ore

Dear Sirs:— In reply to your letter of Nov. 4. We Now have No claims against M.J. Brassfield + J M Purcell Construction Co.— on Nov. 11 1959 they Made Payment in full

Thank you
Norman L. Compton

RECEIVED
NOV 16 1959
OREGON
STATE HIGHWAY COMMISSION

Contract #5356

NOTED
C. W. HEAD

Notified
surety, agent, Contr. etc.
[illegible]

RECEIVED
NOV 13 1959
FOR FILING

[illegible] 21716)

[illegible]

5336

November 13, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Building
Tacoma 1, Washington

Gentlemen:

We have received a letter from Windedahl and Caldwell, certified public accountants, Salem, Oregon, informing us that a check in the amount of $150.00 has been mailed to Norman L. Compton, Box 64, Elkton, Oregon.

This pertains to a claim in connection with State Highway Contract No. 5336, which was outlined to you in our letter of November 4.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:ms

WINDEDAHL AND CALDWELL
CERTIFIED PUBLIC ACCOUNTANTS
665 COTTAGE STREET N.E.
SALEM, OREGON

November 10, 1959

#5336

State of Oregon
State Highway Department
Salem, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

In regard to your letter of November 4, 1959 to the United Pacific Insurance Company, with copy to M. J. Brassfield Co. & J. M. Purcell Construction Co., concerning claim of Norman L. Compton, Box 64, Elkton, Oregon, a check for $150.00 (Check #566) was mailed this date to Mr. Compton.

Yours very truly,

WINDEDAHL AND CALDWELL

BY: Willis T. Caldwell

dc

C.W.H.

RECEIVED
NOV 12 1959
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
NOV - 9 1959
FOR FILING

DS 217(2)
S 217(7)
5336

November 9, 1959

State Treasury Department
101 State Capitol
Salem, Oregon

Attention: Mr. Gordon A. Barker
Asst. Deputy State Treasurer

Gentlemen:

Mr. Don Taylor, Assistant Auditor, has telephoned us concerning a joint venture State Highway Contract No. 5336 with M. J. Brassfield Company and J. M Purcell Construction Company. He asked us to inform your department the names of the officers connected with these companies.

Both contracting firms are co-partnerships and have submitted their 1959 prequalification statements to our department. The officers listed in the prequalification statements are as follows:

M. J. Brassfield Company - M. J. Brassfield
G. W. Brassfield

J. M. Purcell Construction Company - J. M. Purcell
R. G. Purcell.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Mr. Don Taylor

CWH:fp

M. J. Brassfield Co.
Co-partnership
(M. J. Brassfield
G. W. Brassfield)

J. M. Purcell Constr. Co.
Co-partnership
J. M. Purcell
R. G. Purcell

St. Treas -

✓ endorsements on
future State warrants

(Don Taylor) ← cc to
11-6-59

Joint Venture

#5336

RECEIVED
NOV 10 1959
FOR FILING

DA-217(6)
1-217(7)
5336

A

UNITED PACIFIC
Insurance Company
HOME OFFICE
728 ST. HELENS AVENUE
BOX 1216
TACOMA 1, WASHINGTON

November 6, 1959

State of Oregon
State Highway Department
Salem, Oregon

Floyd Query, Secretary

Gentlemen:

Bond 25806 - M. J. Brassfield Co.
and J. M. Purcell Construction Co.,
Joint Venturers - Contract 5336

We acknowledge receipt of and thank you for your letter of November 4, 1959, concerning a letter received from Norman L. Compton, Elkton, Oregon to the effect that Purcell Construction Company owes Compton for storage of equipment.

Noting that a copy of your letter went to Mansfield & Company, our agents, to whom we are sending a copy of our own letter to you, we are confident that the matter referred to will receive proper attention.

Very truly yours,

MacDougall
E. R. MacDougall
Claim Department

ERM:p

NOTED
FLOYD QUERY

RECEIVED
NOV 10 1959
OREGON
STATE HIGHWAY COMMISSION

AUTOMOBILE • FIDELITY AND SURETY • BURGLARY AND THEFT • FIRE • INLAND MARINE
LIABILITY AND PROPERTY DAMAGE • PLATE GLASS • GROUP ACCIDENT AND HEALTH

A

RECEIVED
NOV -5 1959
FOR FILING
[illegible]
[illegible]
5336

November 4, 1959

Mr. Norman L. Compton
Box 64
Elkton, Oregon

Dear Mr. Compton:

This is to acknowledge receipt of your letter dated November 2, informing us that Purcell Construction Company owes you for storage of their equipment on your property for 15 months at $10 per month.

This appears to be in connection with our State Highway Contract No. 5336, prime contractors, M. J. Brassfield Co. and J. M. Purcell Construction Company, for grading and paving on the Elkton - Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

Our Construction Division informs us that this project is approximately 75 percent complete. The United Pacific Insurance Company, through Mansfield & Co., 1975 S. W. 5th Avenue, Portland 1, Oregon, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the State Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws, outlining the filing procedure. In the interim, this information will be noted in our records and we will advise the surety and the contractors that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

attach
CWH:ms

NOTED ON CARD
LC

Elkton, Oregon
Nov. 2, 1959

Oregon State Highway Comm.
Salem, Oregon.

Dear Sirs:

The Purcell Construction Co. -- contractors on the Elkton- Smith Crossing section of 225-- intered into a verbal agreement to store their equipment on our property for $10.00 per month. They were on our property for 15 months, the full time they were working here and left without a settlement. Please advise us.

Yours truly.

#5336
75%

Norman L. Compton

c c Purcell Construction Co.

Cec,
please prepare reply
JL

RECEIVED
[illegible] 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV -5 1959
FOR FILING
[illegible]
[illegible]
[illegible]

November 4, 1959

United Pacific Insurance Company
Fidelity & Surety Department
United Pacific Building
Tacoma 1, Washington

Gentlemen:

A letter has been received from Norman L. Compton, Box 64, Elkton, Oregon, advising that the Purcell Construction Company owes him for storage of their equipment on his property for 15 months at $10 per month.

This appears to be in connection with the M. J. Brassfield Co. and J. M. Purcell Construction Co. Contract No. 5336, for grading and paving on the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:ms

cc: Mansfield & Company
1975 S. W. 5th Avenue
Portland 1, Oregon

M. J. Brassfield Co.
J. M. Purcell Construction Co.
975 Imperial Drive
Salem, Oregon

Commissioners
W. C. Williams
Forrest Cooper

NOTED ON CARD

RECEIVED
AUG [illegible]
FOR [illegible]

NF 217(6)
S 217(7)
5336

When replying, refer to:
08-35.4-28

408 State Highway Building
Salem, Oregon

August 26, 1939

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project NS-216(6) and S-216(7)
Elkton-Smith Bridge Section, Elkton-Sutherlin Highway, State Contract No. 5336 - Order for State Force Work - Temporary Directional Signing
Estimated Cost $600 - Federal Funds $370

Dear Sir:

Reference is made to your letter dated August 18, 1939 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with FHM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

By:

E. H. Cowan
Acting Division Engineer

Orig Foster

NOTED
FORREST COOPER

RECEIVED
AUG 25 1959

FOR FILING
21.217.1
[illegible]
5336

August 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 274, covering temporary signing on the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County, Contract No. 5336, in connection with Federal Aid Project Nos. DS-216(~~7~~ 6) and S-216(~~6~~ 7).

This work is necessary for the direction and guidance of traffic during construction. It does not include lights, signs, barricades, etc., required of the contractor for the protection of the traveling public and workmen.

The contractor is not equipped to do this work. The State has specially equipped and experienced crews to do the work. The amount is too small to be done by separate contract. All materials to be used were purchased under competitive bids on the open market.

The total estimated amount of the order is $600.00 with Federal participation of $370.00.

Your approval of this order under the provisions of PPM 21-6.3 on the basis of actual cost is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

RECEIVED
FORM E-30X—50M—[illegible]
JUL - 9 1959

FOR FILING

SS-217(6)
S-217(7)
5326

To: [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1959

SUBJECT: Utility Billing - Final Voucher
Oregon Project SS-217 (6) and
S-217 (7) Douglas Electric
Cooperative, Inc.

A 100% audit has been made of the utility billing on the subject voucher in accordance with the provisions of the approved secondary road plan (unqualified approval).

No citations were made on this billing and the total amount of $1,910.30 as claimed by Douglas Electric Cooperative, Inc. is approved, as substantiated by audit work papers in State files, and claimed as eligible for Federal participation in accordance with Bureau of Public Roads PPM 30-4.

C. H. Maison
Auditor

cc: Bureau of Public Roads (3)
H. L. Porter
Carl Smith
General Files ✓

RECEIVED
JUN 17 1959
FOR FILING

DS-217(6)
S-217(7)
5336

June 16, 1959

United Pacific Insurance Company
627 Board of Trade Building
Portland 4, Oregon

Attention: Mr. S. W. Tanner
Bond Department

Gentlemen:

This will acknowledge your letter of June 15 regarding the amounts due M. J. Brassfield Co. and J. M. Purcell Construction Co. on Contract No. 5336 for grading and paving the Elkton-Smith Bridge Section in Douglas County. We have conferred with our Office Engineering Division and they inform us that the retainage which is being withheld in the amount of $16,701.13 represents the total retainage to be divided equally between the joint venturers.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

7

UNITED PACIFIC
Insurance Company
HOME OFFICE - TACOMA

PORTLAND OFFICE - 627 BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

June 15, 1959

State of Oregon
State Highway Commission
Salem, Oregon

Attention: C. W. Head

Re: J. M. Purcell Construction Company
and M. J. Brassfield, a Joint Venture

Gentlemen:

Recently you returned our inquiry regarding the amounts due J. M. Purcell on Contract No. 5336 (Elkton-Sutherlin Highway, Douglas County), wherein you indicate that as of December 31, 1958 no current estimates had been earned but that $16,701.13 had been withheld on retainage. At your convenience, will you please advise whether this $16,701.13 was due J. M. Purcell Construction Company, with an equal amount being payable to M. J. Brassfield, or (whether the $16,701.13 represents the total retainage to be divided equally between the two joint venturers.

Your assistance in this matter will be appreciated.

Very truly yours

S W Tanner

S. W. Tanner
Bond Department

SWT:jm

RECEIVED

RECEIVED
JUN 11 1959
FOR FILING

DS 217(6)
S 217(7)
5336

When replying, refer to
08-35.8

408 State Highway Bldg.
Salem, Oregon

June 11, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DS-216(6), S-216(7)
Elkton-Smith Bridge Section, Elkton-Sutherlin Highway, State Contract No. 5336 - Order for State Force Work - Seeding and Mulching Roadway Slopes
Estimated Total Cost $3,500
Federal Funds $2,135

Dear Sir:

We are approving the use of State Force as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has specialized equipment and trained personnel to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis.

Very truly yours,

C. G. Polk
Division Engineer

RECEIVED
JUN 11 1959
FOR FILING

US 217(a)
S 217.71
5336

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1959

SUBJECT: Elkton-Smith Bridge Section
Elkton-Sutherlin Highway
Contract No. 5336

To: Mr. Forrest Cooper
Deputy State Highway Engineer
Office

A meeting was held today on subject project with the following named people in attendance.

Bill Brassfield	Partner
Jack Purcell	Partner
Superintendent for Brassfield and Purcell	
L. R. Chandler	Assistant Division Engineer
Gordon Spaulding	Resident Engineer
F. B. Klaboe	Field Construction Engineer

BACKGROUND: This project was started last fall. One hundred and fifty five days were set up for the work. Due to delay in securing right of way, only seven days were charged during 1958. About thirty days have been charged so far this year. The contract contains an estimated 486,000 cubic yards excavation; 306,000 cubic yards were moved last fall and about 60,000 yards this year leaving roughly 120,000 cubic yards. Of the remaining 120,000 cubic yards, about 80,000 are in a cut at Station 155 and about 20,000 in the cut at Station 165. Twenty thousand cubic yards are spread over other portions of the work. The cut at Station 155 has 14 to 22 feet left to subgrade. The contractor's work has been very satisfactory until 2 to 3 weeks ago and finish work to date is above average. Compaction until a couple of weeks ago has been adequate.

This is a "D" fund job with a clause in the specs to the effect that the contract must be completed by December 1, 1959. Since about 118 work days remain, the contractor would not run out of time until November 25, even if every possible day was counted. Since every day in June, September, October and November won't be counted, work day count would carry the job into the 1960 grading season. The contractor must reimburse the State for loss of matching funds due to not finishing by December 1, 1959 unless he is delayed by circumstances beyond his control.

THE PROBLEM: The cuts at Station 155 and Station 165 are composed of a heterogeneous mixture of very wet material. Said material is composed of plastic, saturated white to brown clay, a gritty, sandy clay mixture above optimum moisture, a reddish soil near or slightly below optimum, and mixtures of the components listed above. The material removed from the cuts so far has not generally been as wet as the remaining material which is below the normal water table and is composed of the type of material which readily absorbs water, but resists attempts to give it up.

REMEDIAL ACTION ATTEMPTED: The contractor has tried several methods of handling this material. He has tried aeriating it by spreading it out in thin lifts, mixing drier material (when it was available) with it, "stacking it", scarifying cuts with a ripper, and ditching the cuts. The "stacking" method referred to above was a method whereby material was end dumped in 4-foot lifts and later attempting to compact in this size lift. Needless to say, this method proved entirely unsatisfactory. The spreading and drying method works when careful attention is given to compaction effort. However, there isn't enough room on the fills to work this method inasmuch as only about ½ days work can be accomplished before the method must be curtailed and drying allowed to take place. Since almost all remaining yardage must come out of the wet cuts, the contractor would be required to work ½ day and then lay off ½ to 1½ days to allow drying and aeriating action to take place.

Mixing drier material with the wet has proved very effective when utilized. However, there isn't any more dry material available in the cuts with which to mix the wet.

Some beneficial action has been accomplished through the use of a deep ditch along one side of the cut. This method assists in that the free water in the cuts due to the high water table is lowered. It also has some small drying effect on the wet material to be removed. As previously mentioned, this wet material resists attempts to reduce its water content, and, as a result, ditching is not a solution, but a tool which, in combination with other methods, could prove effective.

CONTRACTOR'S CLAIM: The contractor on this project is requesting the State to assume some of the cost of processing this wet material to the end that specification (or close to specification) fills result.

ACTION RECOMMENDED: The field crew has been instructed to continue their efforts to obtain fills approaching specification compaction through the following methods:

1. The whitish brown clay, which is about as bad as the usual blue clay normally wasted, should be wasted. Naturally, the amount of this material is undetermined at this time, but I would grant authority to waste up to 8,000 cubic yards. Probably there is less than this amount in small pockets found throughout the cuts. It should be emphasized that careful scrutiny of the material to be wasted must be exercised to the end that only the saturated, plastic clay which is undesirable for fills from an engineering standpoint is wasted.

2. The wasted material be replaced with the driest, most granular material available in adjacent cuts from above the water table on a borrow basis. The contractor has agreed to do all clearing work required in connection with this borrow at no cost to the State and would remove the borrow at the bid price for excavation, which is a low $0.30.

3. The material in the cut, other than the clay, be excavated, partially aeriated, and then mixed with dry material from borrow areas.

4. The contractor would continue to lower his cut ditches as the cuts are removed, keeping the water table well below the working area.

It is fully recognized that the obligation to perform the necessary fill work lies with the contractor and that it is not our job to direct his operation. However, this is a job which must be completed this year to receive Federal matching funds. It would not be very easy to get lost matching funds from the contractor. The operation of the contractor in this area are producing and will continue to produce daily yardage which will not result in the job being completed this year. It is also an established practice to waste the pure clay type saturated material found in these cuts. We will not assume the direction of the contractor's work, but we will insist on the control of the waste and borrow operation. We will also require that the mixing be carried on judiciously after a certain amount of effect by the contractor at aeriation so that the borrow is kept at a minimum.

The contractor, while not satisfied with these results, will (temporarily, at least) abide by them. Since it rained hard today, none of this work will be undertaken for several days. The field is instructed to proceed as outlined above unless they hear to the contrary. A letter from the contractor stating that he would do all clearing work (if any) in connection with the borrow at no cost to the State and that borrow would be removed at bid prices, should be obtained by the field engineer prior to beginning the borrow operation.

Tom Edwards
Construction Engineer

By Edwin A Reese

for F. B. Klaboe
Field Construction Engineer

FBK:fp

cc F. D. Morgan
Gordon Spaulding

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 10 1959
FOR FILING
DS-217(6)
S-217(7)
5336

June 8, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 224, 238, covering seeding and mulching on the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County, Contract No. 5336, in connection with Federal Aid Project No. DS-216(6), S-216(7).

This work is necessary for erosion control on cut and fill slopes. The work has not been done.

The contractor is not equipped to do this work, while the State has the necessary special equipment operated by experienced crews. The amount is too small to be done economically by separate contract.

Your approval of this order under the provisions of FPM 21-6.3 is requested.

The total estimated amount of the order is $3,500.00 with Federal participation of $2,135.00

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

RECEIVED
JUL 17 1959
FOR FILING

OS 216(7)
S-216(7)
5336

[illegible] 5336 A

April 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate for the Elkton-Smith Bridge Section, Project No. S-216(7).

The estimate has been revised to include fencing work by Price Agreement and is not a request for modification of the project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

DAR:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Oregon State Highway Department

Federal Aid Secondary
Project No. S-216(7)

ELKTON-SMITH BRIDGE SECTION OF THE ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate revised to include fencing work by Price Agreement. Based on low bid prices. Not as a basis for modification of project agreement.)

Salem, Oregon, April 24, 1959

Type Code P.E.

Preliminary Engineering	All Required	$3,000.00

Type Code 6201
Roadway (Sta. 0+10 to Sta. 177+72.75)(Contract No. 5336)

Metal Guard Rail	6,900	lin. ft.	$3.00	$20,700.00
Metal Sight Posts, Double Reflector	110	only	5.00	550.00
Coarse Crushed Material in Base	60,400	tons	2.20	132,880.00
3/4" - 0 Material in Base	9,740	tons	2.65	25,811.00
Sprinkling	1,300	M-gals.	2.50	3,250.00
Preparation of Base	3.36	miles	200.00	672.00
3/4" - 0 Material in Binder Course	550	tons	3.30	1,815.00
RC-3 Asphalt	60	tons	47.00	2,820.00
Asphaltic Concrete Mixture	8,140	tons	5.40	43,956.00
85-100 Asphalt in Mixture	490	tons	37.50	18,375.00
Extra for Asphaltic Concrete Approaches	10	only	30.00	300.00
				$251,129.00
Flagging (57½% of Contractor's Cost)	All Required			500.00
Signing	All Required			600.00
Price Agreement #1				
Type 2 Fence	2,300	rods	6.00	13,800.00
Furnish and Install 14' Gates	14	only	100.00	1,400.00
Furnish and Install 16' Gates	5	only	110.00	550.00
	Subtotal			$267,979.00
	10% Engr. & Cont.			26,797.90
	Total			$294,776.90

Length of Roadway - - - - 3.364 Miles
Cost of Roadway per Mile - $87,626.90

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 3,000.00	$ 1,800.00	$ 1,200.00
	291,776.90	171,200.00	120,576.90
	$294,776.90	$173,000.00	$121,776.90

State Funds for Construction:	Chap. 175, laws 1917 Chap. 31, laws 1920 Chap. 529, laws 1939
State Funds for Maintenance:	Chap. 529, laws 1939

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-216(6)

DS-217(6)
217(7)

ELKTON-SMITH BRIDGE SECTION OF THE

ELKTON-SUTHERLIN HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 28, 1958

Type Code 0010
Roadway (Sta. 0+10 to Sta. 198+00) (Contract No. 5336)

Clearing and Grubbing	All Required		$ 38,000.00
Drainage Excavation, Unclassified	1,740 cu. yds.	$ 2.50	4,350.00
Embankment Foundation Excavation, Unclassified	12,000 cu. yds.	.30	3,600.00
General Excavation, Unclassified	486,000 cu. yds.	.30	145,800.00
Short Overhaul	1,780,000 yd. stas.	.01	17,800.00
Long Overhaul	45,400 C-yd. stas.	.40	18,160.00
Finishing Roadbed and Slopes	3.75 miles	600.00	2,250.00
Rounding Cutbanks	14,000 lin. ft.	.20	2,800.00
12-inch Corrugated Metal Pipe	700 lin. ft.	3.25	2,275.00
18-inch Corrugated Metal Pipe	1,760 lin. ft.	4.50	7,920.00
24-inch Corrugated Metal Pipe	440 lin. ft.	6.50	2,860.00
36-inch Corrugated Metal Pipe	130 lin. ft.	11.00	1,430.00
24-inch Corrugated Metal Pipe, 12 Gage	190 lin. ft.	7.50	1,425.00
78-inch Corrugated Metal Pipe Cattle Passes	370 lin. ft.	46.00	17,020.00
6-inch Perforated Metal Drain Pipe	400 lin. ft.	1.80	720.00
8-inch Perforated Metal Drain Pipe	2,200 lin. ft.	2.25	4,950.00
Special Backfill in Drains	520 cu. yds.	5.00	2,600.00
Class "A" Concrete	120 cu. yds.	54.00	6,480.00
Metal Reinforcement	20,000 lbs.	.15	3,000.00
Sprinkling	500 M-gals.	2.50	1,250.00
			$284,690.00
Seeding and Mulching	All Required		3,500.00
Work by Umpqua Telephone Co.	All Required		600.00
Work by Douglas Electric Coop.	All Required		2,600.00
Flagging (57½% of Contractors' Cost)	All Required (50%)		500.00
	Subtotal		$291,890.00
	10% Engr. & Cont.		29,189.00
	Total		$321,079.00

Length of Roadway. . . . . 3.748 miles
Cost of Roadway per mile $85,666.75

Federal "DS" Funds	$130,716.00
Federal "LS" Funds	34,966.00
State Funds.	155,397.00
	$321,079.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939
State Funds for Maint.: Chap. 529, laws, 1939

RECEIVED
OCT 31 1958.
FOR FILING

BS-217(6)
S-217(7)
5336

October 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 2, 1958, on Contract No. 5336, Elkton-Smith Bridge Section, in Douglas County, in connection with Federal Aid Project No. BS-217(6), S-217(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
OCT 29 1958

FOR FILING

10-217
1-17(7)
5336

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Oct. 29, 1958

M. J. Brassfield Co. &
J. M. Purcell Construction Co.
975 Imperial Drive
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5336, awarded Oct. 10, 1958, for grading and paving on the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 20 1958
FOR FILING
[illegible] 217 (2)
[illegible] 217 (7)
5336

October 10, 1958

M. J. Brassfield Co. and
J. M. Purcell Construction Co.
975 Imperial Drive
Salem, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for grading and stone base on Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County for the sum of $535,819.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5336.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours
OREGON STATE HIGHWAY COMMISSION

Secretary

gl

NOTED
J. Mc C.

cc: Tom Edwards
S. H. Probert
R. O. Savage (SIAC)
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards

DOMESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	☐
DAY LETTER	☐
NIGHT LETTER	☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	☐
LETTER TELEGRAM	☐
SHORE-SHIP	☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
Oct. 10, 1958

Ed. J. Brassfield Co. &
J. H. Purcell Construction Co.
975 Imperial Drive
Salem, Oregon

Contract for Elkton-Smith Bridge Section of Elkton-Sutherlin Highway in Douglas County for which you submitted low bid on August 26, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

CC: Confirmation
Accounting (5003-900)
C. W. Head
Files

RECEIVED
SEP [illegible] 1958
FOR FILING
HS 217(6)
S 217([illegible])
[illegible]

September 25, 1958

County Court of Douglas County
Court House
Roseburg, Oregon

Gentlemen:

We are enclosing for the records and files of Douglas County a fully executed copy of an abandonment agreement between the State Highway Commission and Douglas County covering the Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
SEP 12 1958
FOR FILING

S 217(1)
S 217(7)
[illegible]

Salem, Oregon
September 11, 1958

BPR authorization to proceed with
acquisition of rights of way.

Mr. R. L. Porter
Right of Way Engineer
Office

As of July 14, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Elkton-Smith Bridge Section of the Elkton-Sutherlin Highway in Douglas County. Stations 0+00 to 201.

Prefix 110-2504.

We have not yet received authorization for the unit between Smith Bridge and Kellogg which is to be covered by the same prefix.

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
FOR FILING

DS-217(6)
S-217(7)
5336

DOUGLAS ELECTRIC COOPERATIVE, Inc.
P. O. Box 911 · OR 3 8616
ROSEBURG, OREGON

August 29, 1958

[illegible]

Mr. Tom Edwards
Construction Engineer
State Highway Building
Salem, Oregon

Re: Douglas Electric Cooperative, Inc.
Power Line Adjustments
Elkton-Smith Bridge Section
Elkton-Sutherlin Highway
Douglas County

Dear Sir:

In line with instructions contained in Policy and Procedure Memorandum No. 30-4, issued by BPR dated December 31, 1957, we are submitting herewith sketches and cost estimate of necessary adjustments to our lines as outlined in Mr. J. W. DeSouza's letter of August 1[illegible], 1958.

These adjustments are in connection with the work to be done on your project numbers DS-217 (6) and S-217 (7).

Estimated costs are as shown below:

Material	19[illegible]
Labor	2[illegible]
Overhead	120[illegible]
	4728.29
Less Salvaged Material	1046.04
Total Est. Cost	3682.25

Very truly yours,

DOUGLAS ELECTRIC COOPERATIVE, INC.

W. W. Admire

W. W. Admire
Field Engineer

Ed

WWA/db
Encl: Sketches

CONSTRUCTION DIVISION
RECEIVED
SEP - 2 1958

Change S.A. card
also contract list

[illegible]

Douglas Electric [illegible], Inc.
P.O. Box [illegible]
[illegible], [illegible]

[illegible]

Gentlemen:

[illegible] on the above [illegible] future and [illegible] of your [illegible] the highway construction.

Adjustments must be made [illegible] following locations:

A line crossing [illegible] road. This line [illegible] number [illegible].

A line crossing [illegible] may have to be raised. [illegible] property under the [illegible] Tax Lot 2[illegible], [illegible]'s [illegible].

A line crossing [illegible] must be adjusted. [illegible] on private property.

A line crossing [illegible] must be adjusted. [illegible] private property under [illegible] Tax Lot 2[illegible], [illegible].

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the work under Federal regulations.

[illegible]

Douglas Electric Coop., Inc. - 2 - August 1[illegible], 193[illegible]

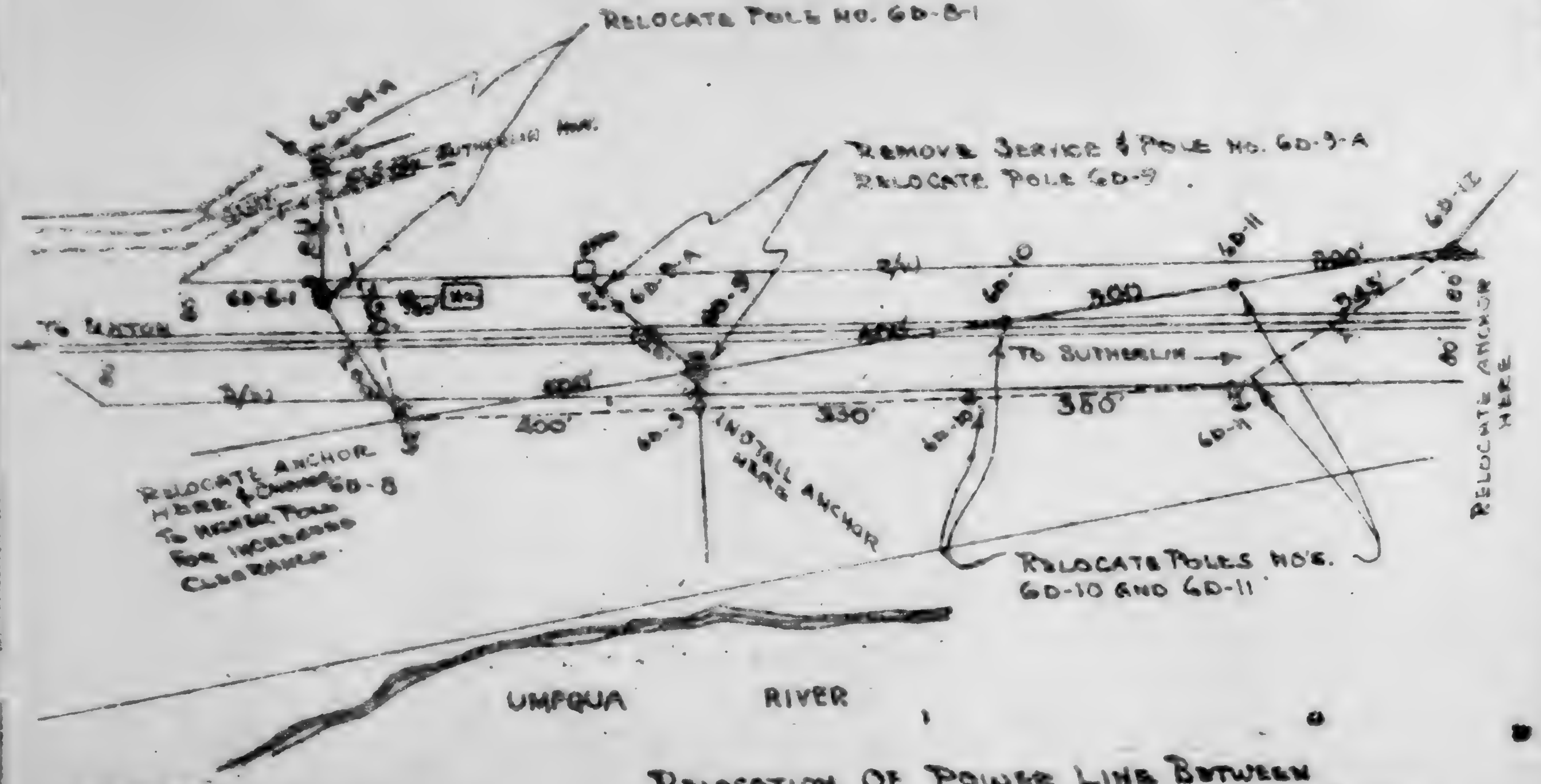
In order that the [illegible] [illegible] may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with Rules and Procedure Memorandum No. 10-A, issued by the Bureau of Public Roads under date of December 31, 1937. A copy of this memorandum was sent to you attached to circular letter by Mr. [illegible] Williams, State Highway Engineer, dated January [illegible], 1938. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved, authority to proceed with the work and to bill the State Highway Commission will be sent to you.

Further details of the work may be secured from Mr. [illegible] [illegible], Roseburg, who is resident engineer on the project. [illegible] [illegible] [illegible] [illegible] [illegible].

Very truly yours,

J. [illegible]
Assistant [illegible]

[illegible]:
cc: Mr. [illegible] Rowe
Mr. Forrest Cooper
Mr. Tom Edwards ✓
Mr. [illegible]
Mr. [illegible] Farrar
Mr. [illegible]


RELOCATE POLE NO. GD-8-1
GD-8-A
SUTHERLIN HWY.
REMOVE SERVICE & POLE NO. GD-9-A
RELOCATE POLE GD-9.
GD-12
GD-11
GD-10
GD-9-A
GD-8-1
TO ELKTON
TO SUTHERLIN
8
8
24
24
300
300'
245'
400'
330'
350'
GD-9
GD-8
INSTALL ANCHOR HERE
RELOCATE ANCHOR HERE & CHANGE GD-8 TO HIGHER POLE FOR INCREASED CLEARANCE.
RELOCATE POLES NO'S. GD-10 AND GD-11
RELOCATE ANCHOR HERE
80'
80'
UMPQUA RIVER

NOTE

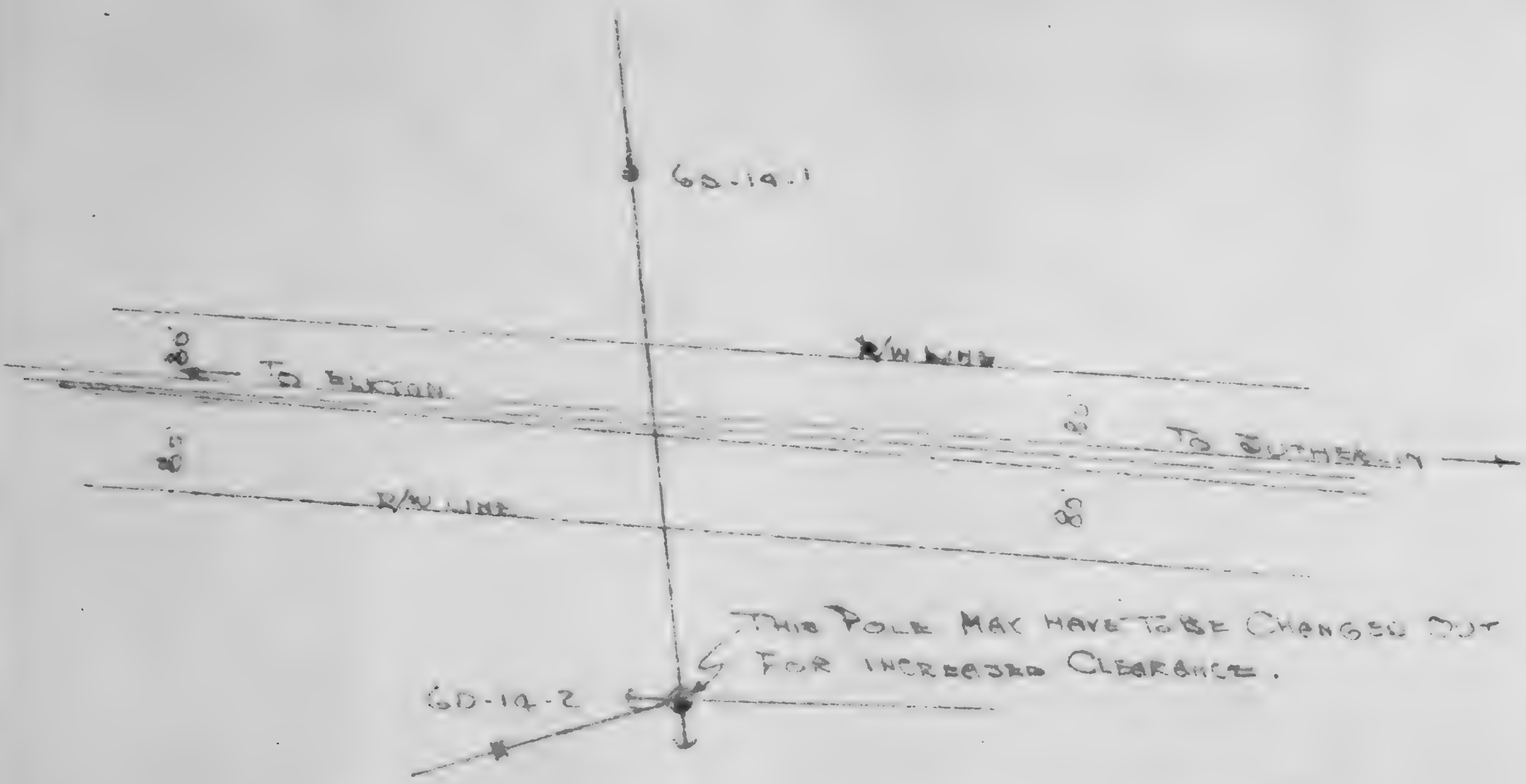
Solid Line - Existing Power Line

Dashed Line - Proposed Relocation

RELOCATION OF POWER LINE BETWEEN
STATIONS 8 AND 24 - ELKTON SMITH BRIDGE
SECTION OF THE ELKTON-SUTHERLIN HIGHWAY

BY .... DATE ....
CHKD. BY .... DATE ....

SHEET NO. .... OF ....
JOB NO. ....


6D-14.1
R/W LINE
80'
To ELKTON
80'
80'
To SUTHERLIN
R/W LINE
80'
6D-14-2

THIS POLE MAY HAVE TO BE CHANGED OUT FOR INCREASED CLEARANCE.

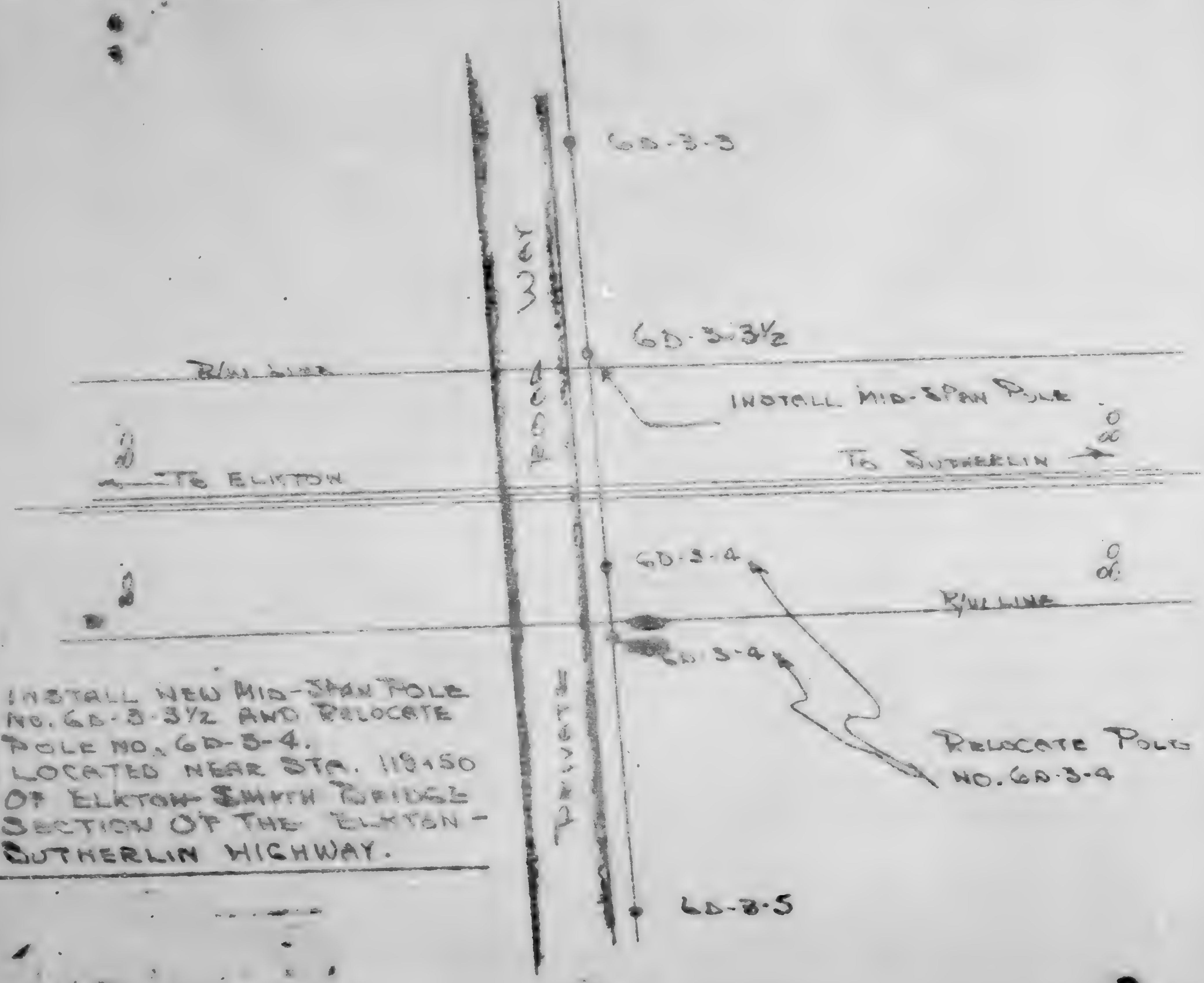
CHANGE OUT POLE 6D-14-2 FOR INCREASED
CLEARENCE - LOCATED NEAR STA. 31.
ELKTON - SMITH BRIDGE SECTION
OF THE ELKTON - SUTHERLIN HIGHWAY.

BY ______ DATE ______

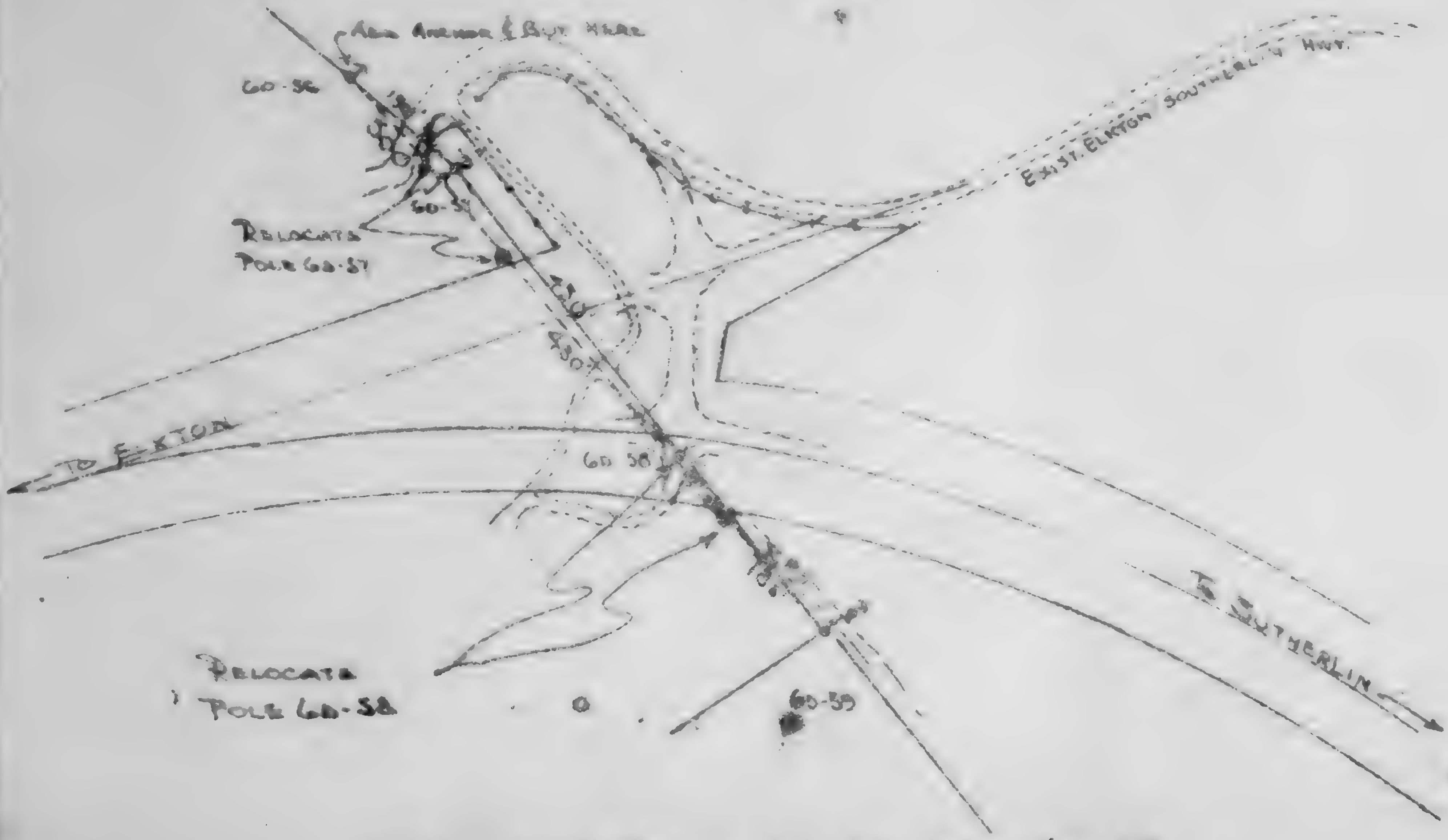
CHKD. BY ______ DATE ______

JACKET NO. ______

JOB NO. ______


6D-3-3
6D-3-3½
INSTALL MID-SPAN POLE
R/W LINE
80'
TO ELKTON
TO SUTHERLIN →
80'
6D-3-4
R/W LINE
80'
80'
6D-3-4
RELOCATE POLE NO. 6D-3-4
PRIVATE ROAD WAY
6D-3-5

INSTALL NEW MID-SPAN POLE
NO. 6D-3-3½ AND RELOCATE
POLE NO. 6D-3-4.
LOCATED NEAR STA. 119+50
OF ELKTON-SMITH BRIDGE
SECTION OF THE ELKTON-
SUTHERLIN HIGHWAY.



Add Anchor & Guy Here
6D-56
6D-57
Relocate Pole 6D-57
Exist. Elkton Sutherlin Hwy.
To Elkton
6D 58
To Sutherlin
Relocate Pole 6D-58
6D-59

RELOCATE POLE 6D-57 AND 6D-58
INSTALL GUY & ANCHOR ON POLE 6D-56
LOCATED VICINITY OF STATION 189 ON
THE ELKTON-SMITH BRIDGE SECTION
OF ELKTON-SUTHERLIN HIGHWAY.

RECEIVED
AUG 18 1958
FOR FILING

DD. 217(6)
L. 217(7)
5236

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 15, 1958

Douglas Electric Co-op, Inc.
P.O. Box 911
Roseburg, Oregon

Re: Douglas Electric Co-op, Inc.
Power Line Adjustments
Elkton-Smith Bridge Section
Elkton-Sutherlin Highway
Douglas County

Gentlemen:

Bids on the above titled project will be received in the near future and certain of your facilities must be adjusted in order to accommodate the highway construction.

Adjustments must be made at the following locations:

A line between Stations 8 and 24 must be relocated. This line is on private property under the terms of an easement recorded in Book 102, Recorder's Number 18025.

A line crossing the new highway near Station 31 may have to be raised. This line is on private property under the terms of an easement recorded in Book 246, Recorder's Number 201400.

A line crossing the new highway near Station 119+50 must be adjusted. This is a service line located on private property.

A line crossing the new highway near Station 189 must be adjusted. The existing line is on private property under the terms of an easement recorded in Book 252, Page 630.

In view of the fact that these facilities are located on private property, it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable cost of the work under Federal regulations.

NOTED
FORREST COOPER

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. A copy of this memorandum was sent to you attached to circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved, authority to proceed with the work and to bill the State Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Gordon Spaulding, Roseburg, who is resident engineer on the project. Your final billing should be submitted to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. Frank Morgan
Mr. F. W. Farrar
Mr. Gordon Spaulding

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[illegible] 1958
OFFICE OF
[illegible] ENGINEER

RECEIVED

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 15, 1958

Umpqua Telephone Company
P.O. Box 573
Elkton, Oregon

Re: Umpqua Telephone Company
Telephone Line Adjustments
Elkton-Smith Bridge Section
Elkton-Sutherlin Highway
Douglas County

Gentlemen:

Bids on the above titled project will be received in the near future and certain of your facilities must be adjusted in order to accommodate the highway construction.

The existing lines, consisting of contacts on power poles, must be adjusted between Stations 8 and 24, and crossings near Stations 31, 119+50, and 189.

All of these facilities are located on private property so that it will be the obligation of the Highway Commission to reimburse you for the proper and reasonable costs of the work under Federal regulations.

In order that the Highway Commission may comply with the Federal regulations, it is requested that you submit an estimate for the work in accordance with Policy and Procedure Memorandum No. 30-4, issued by the Bureau of Public Roads under date of December 31, 1957. A copy of this memorandum was sent to you attached to circular letter by Mr. W. C. Williams, State Highway Engineer, dated February 5, 1958. This estimate should be sent to Mr. Tom Edwards, Construction Engineer, State Highway Building, Salem, Oregon. As soon as the estimate has been approved, authority to proceed with the work and to bill the State Highway Commission will be sent to you.

Further details of the work may be secured from Mr. Gordon Spaulding, Roseburg, who is resident engineer on the project. Your final billing should be sent to him.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. Frank Morgan
Mr. F. W. Farrar & Mr. Gordon Spaulding

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AUG 18 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1958

FOR FILING
DS 217(6)
S 217(7)
5336

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

AGENDA
JUN 19 1958
4 a I
a-

Salem, Oregon
June 10, 1958

SUBJECT: Survey Approval Map
Elkton-Smith Crossing Unit
Elkton-Kellogg Section
Elkton-Sutherlin Highway

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Non-thruway
Partial

Attached are eight prints of the above named survey approval maps for submission to the Commission.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachment

NOTED

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JUN 24 1958
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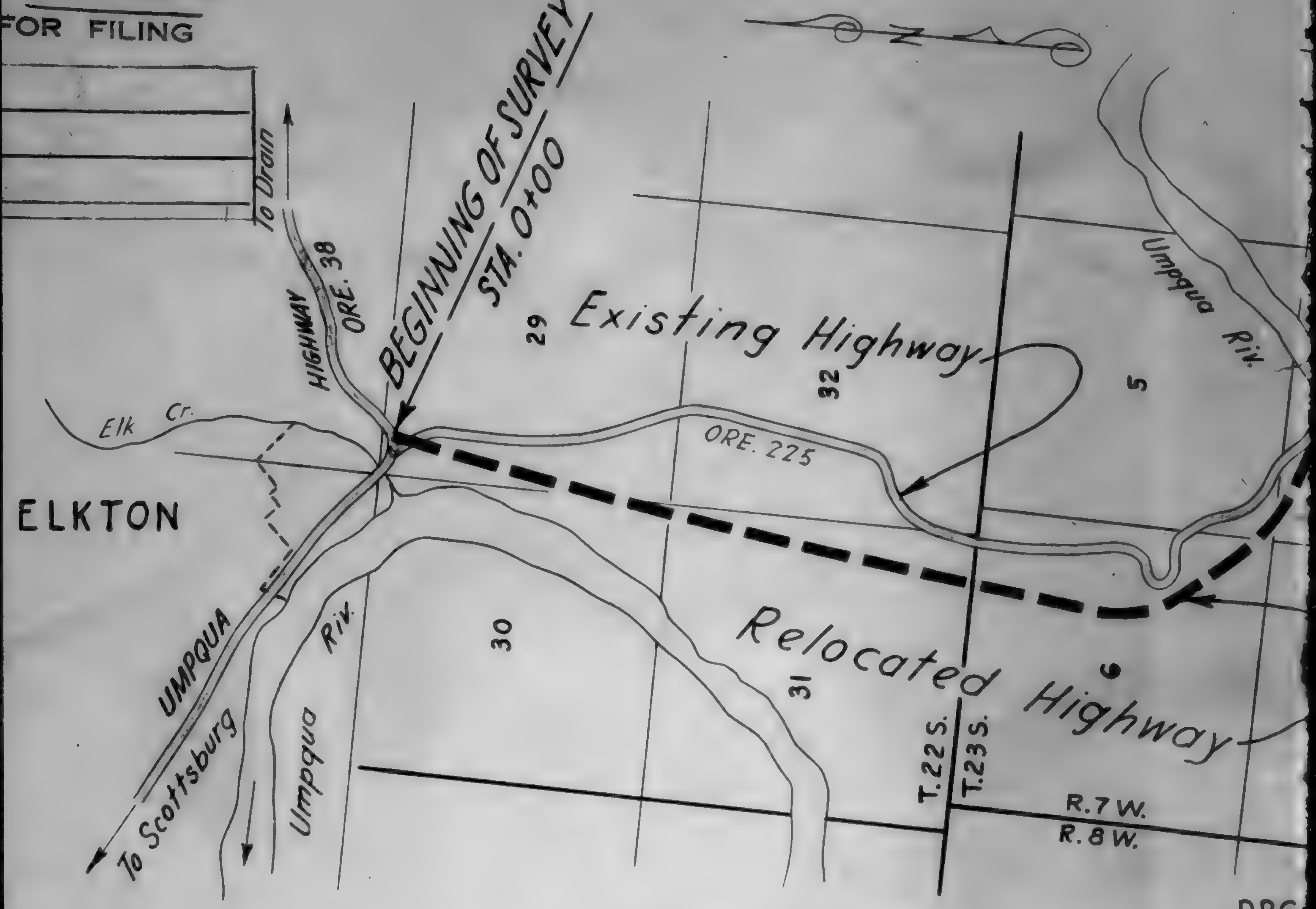
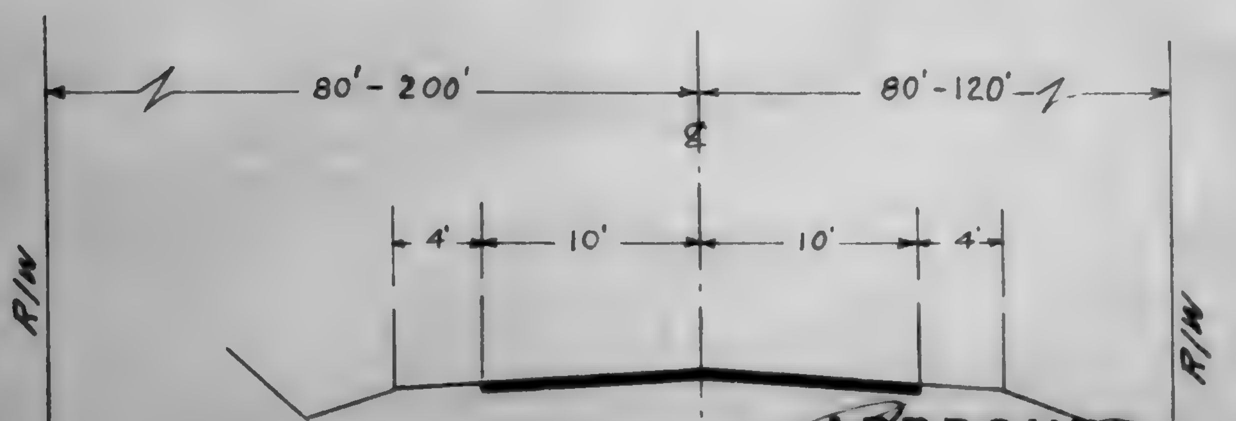


To Drain
HIGHWAY ORE. 38
BEGINNING OF SURVEY
STA. 0+00
29
Existing Highway
32
5
Umpqua Riv.
Elk Cr.
ORE. 225
ELKTON
UMPQUA
To Scottsburg
Umpqua Riv.
30
31
Relocated Highway
6
T.22 S.
T.23 S.
R.7 W.
R.8 W.



80'-200'
80'-120'
℄
4'
10'
10'
4'
R/W
R/W

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date June 12 1958

DRG

OREGON STAT

Surv

ELKTON-SMI

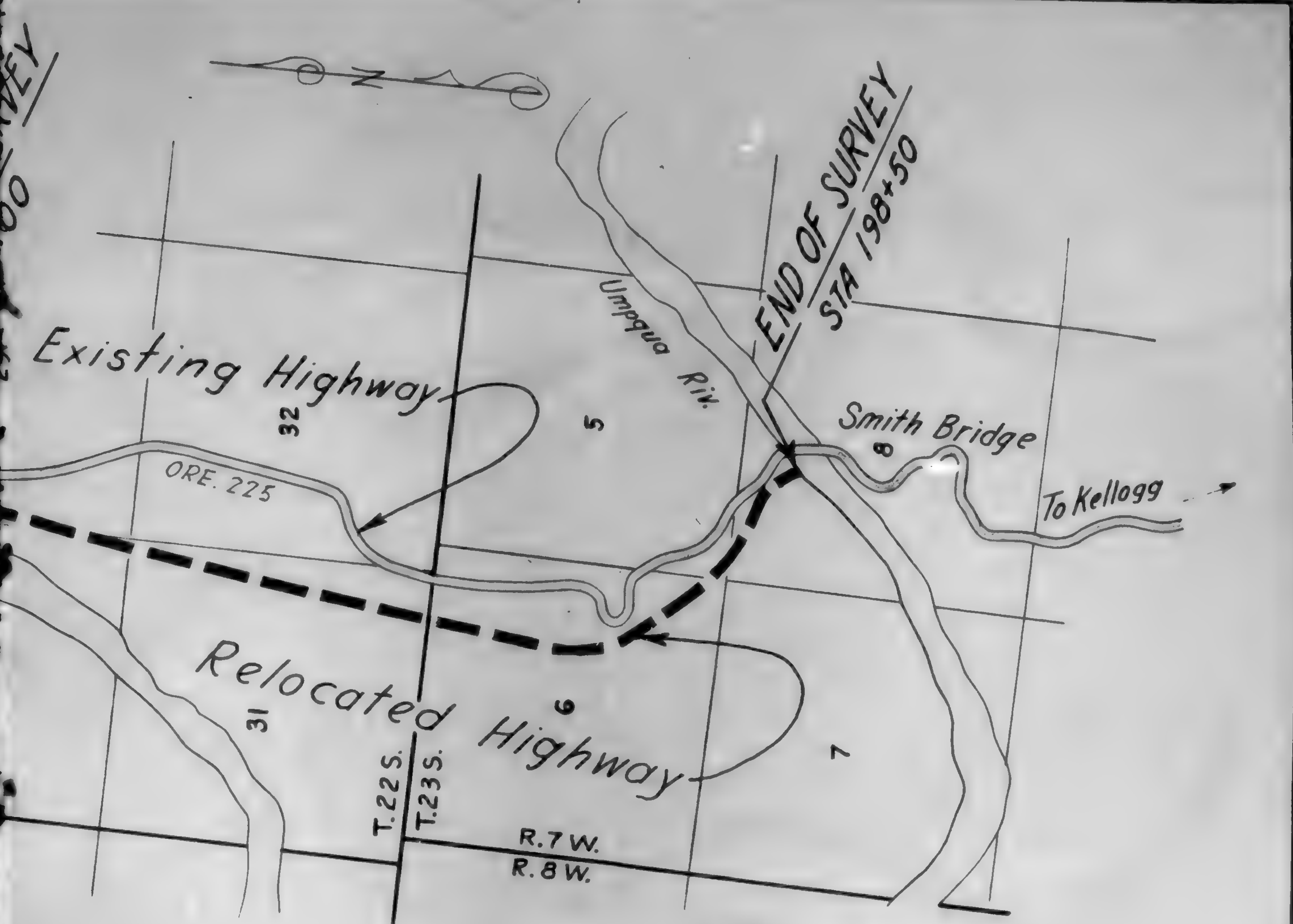
ELKTON -

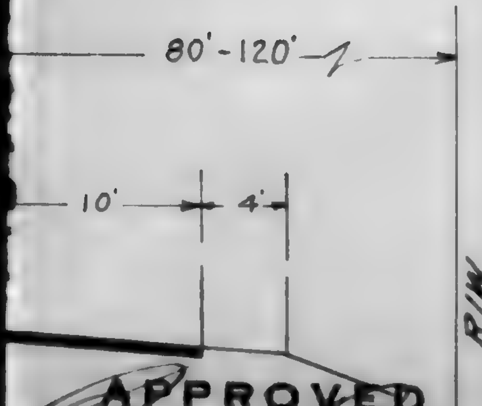
ELKTON -

DOUG

Scale: 2" = 1

For details see Drg.


N
END OF SURVEY
STA 198+50
Umpqua Riv.
Existing Highway
32
5
Smith Bridge
8
ORE. 225
To Kellogg
Relocated Highway
31
6
7
T.22S.
T.23S.
R.7W.
R.8W.


80'-120'
10'
4'
R/W

DRG. NO. IR-5-1154

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

ELKTON-SMITH CROSSING UNIT
ELKTON - KELLOGG SECTION

ELKTON - SUTHERLIN HIGHWAY

DOUGLAS COUNTY

Scale: 2" = 1 Mile May, 1958

For details see Drg. No. 8B-9-14 May, 1950

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date June 12, 1958

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[illegible] 1958
FOR FILING

6-7-58

7

SS-217(6)
S-217(7)
5226 –

NOTED
W. C. WILLIAMS

Forwarded herewith is Addendum "A" to the location prospectus concerning the Smith Crossing-Kellogg Bridge Unit of the Elkton-Sutherlin Highway in Douglas County which cancels and supercedes the original prospectus.

June 6, 1958

Attachments

cc: W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
Gordon Spaulding
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. De France

RECEIVED
[illegible]
[illegible] ENGINEER

ADDENDUM "A" TO
LOCATION PROSPECTUS, SMITH CROSSING-KELLOGG BRIDGE UNIT
ELKTON-KELLOGG BRIDGE SECTION, ELKTON-SUTHERLIN HIGHWAY,
DOUGLAS COUNTY

The following prospectus is submitted regarding the Smith Crossing-Kellogg Bridge Unit of the Elkton-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County. The Northerly end of the project is at the proposed new Smith Bridge across the Umpqua River approximately 4.2 miles South of Elkton. The Southerly end of the project is approximately 1.2 miles Southerly from the Kellogg Bridge at the North end of the North Unit, Kellogg Bridge-Yellow Creek Section, a survey previously completed. The overall length of the project is 3.8 miles.

The survey is to redesign a previous location made in 1945 between Smith Bridge and Kellogg Bridge, a distance of 2.6 miles, and to make a new location between Kellogg Bridge and the North end of the North Unit, Kellogg Bridge-Yellow Creek Section, a distance of 1.2 miles. Location center line will have to be reestablished, cross-sections extended, earthwork revised and a balanced grade line obtained on the redesign. Vicinity maps will be required at the Smith Crossing and the Kellogg Bridge locations.

The general route was laid out by F. D. Morgan. The original survey was supervised by J. C. Chapman in 1945. Routine soils investigation will be made. No need for an economic analysis is anticipated.

The 1956 ADT is 210 and the 1975 projected ADT is 420. The section warranted by the traffic is a Class "C"-50 with maximum 10° curvature and 6% grade. The cross-section will be as follows: from Smith Bridge to Kellogg, two 11-foot running lanes with 4-foot shoulders. The balance will be 10-foot lanes with 4-foot shoulders. There are to be no climbing lanes and no consideration for eventual four laning. The tentative base design proposed by G. L. Decker is as follows:

Bottom Course Base	12½"
Leveling Course	2 "
Asphaltic Concrete	3½"
Total	18 "

This base design is subject to revision pending completion of field investigation.

The rise and fall is approximately 890 feet. The total central angle is approximately 494 degrees.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated. The deviation will be the 11-foot lane section and it may not be economically feasible to revise two 12° curves on the existing alignment to the standard 10° curvature.

Access on this facility will be controlled only as to location and use. All connections are to be at grade. There will be two crossings of the Umpqua River located near the terminal points. Local names of these crossings are Smith Bridge and Kellogg Bridge. Vicinity maps for these crossings will be prepared in conjunction with this survey. There are no railroad crossings involved in this survey.

The nearest known material source is a gravel deposit approximately 2½ miles upstream from Smith Bridge. This source is presently leased to a commercial producer and will require haul road improvements.

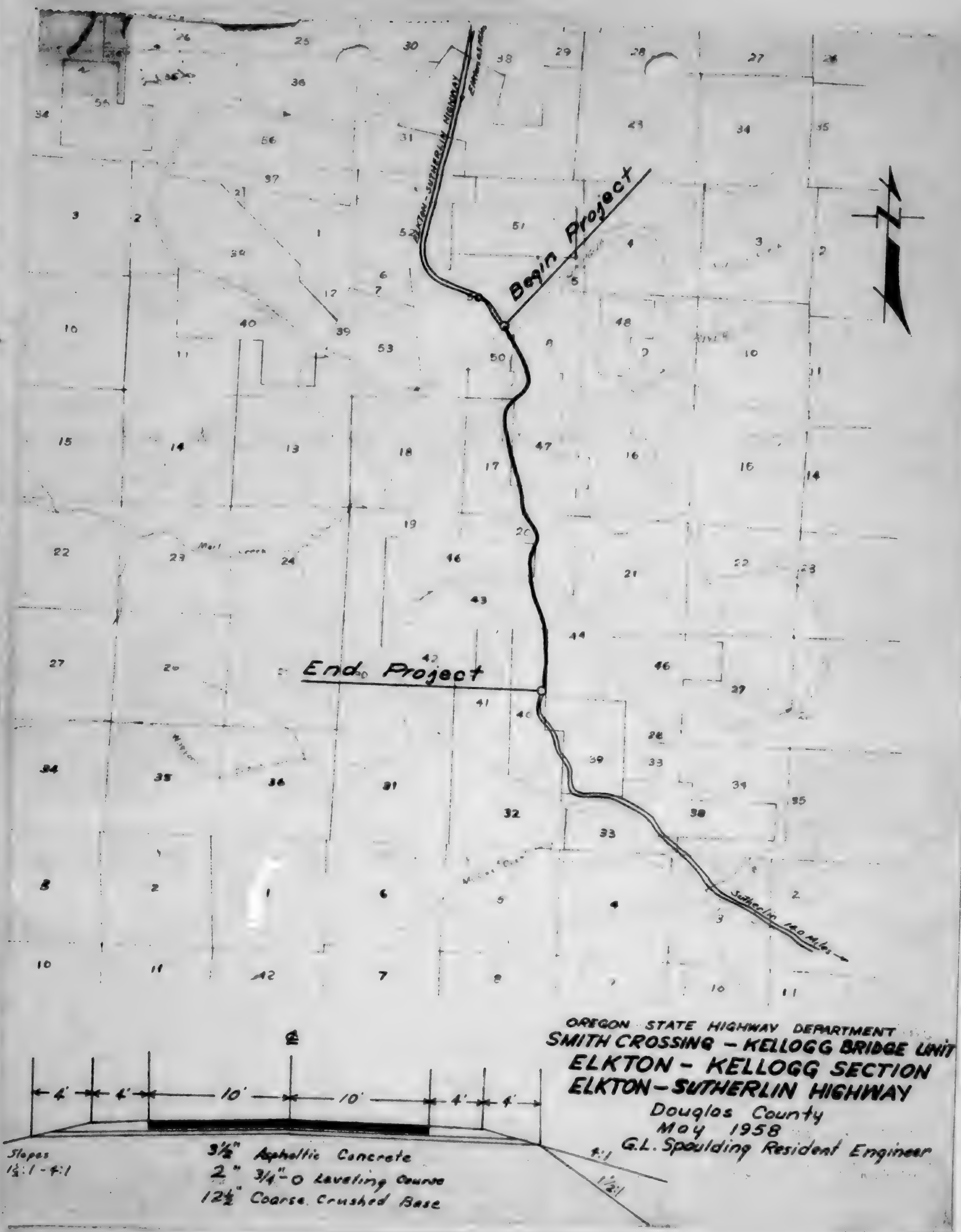
Agreements with the County will be required concerning disposition of the present right of way.

There are no State Parks located along the route to be surveyed.

June 5, 1958

Attachment

cc: W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
Gordon Spaulding
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. De France


Elkton-Sutherlin Highway
Begin Project
End Project
Sutherlin 1?0 Miles
℄
4'
4'
10'
10'
4'
4'
Slopes
1½:1 - 4:1
3½" Asphaltic Concrete
2" ¾"-0 Leveling Course
12½" Coarse Crushed Base
4:1
1½:1

OREGON STATE HIGHWAY DEPARTMENT
SMITH CROSSING - KELLOGG BRIDGE UNIT
ELKTON - KELLOGG SECTION
ELKTON-SUTHERLIN HIGHWAY
Douglas County
May 1958
G.L. Spoulding Resident Engineer

RECEIVED
JUN 9 1958
FOR FILING

6-4-58

NOT
W. C. WILL

LOCATION PROSPECTUS, SMITH CROSSING-KELLOGG BRIDGE UNIT ELKTON-KELLOGG BRIDGE SECTION, ELKTON-SUTHERLIN HIGHWAY, DOUGLAS COUNTY

The following prospectus is submitted regarding the Smith Crossing-Kellogg Bridge Unit of the Elkton-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County. The Northerly end of the project is at the proposed new Smith Bridge across the Umpqua River approximately 4.2 miles South of Elkton. The Southerly end of the project is approximately 1.2 miles Southerly from the Kellogg Bridge at the North end of the North Unit, Kellogg Bridge-Yellow Creek Section, a survey previously completed. The overall length of the project is 3.8 miles.

The survey is to redesign a previous location made in 1945 between Smith Bridge and Kellogg Bridge, a distance of 2.6 miles, and to make a new location between Kellogg Bridge and the North end of the North Unit, Kellogg Bridge-Yellow Creek Section, a distance of 1.2 miles. Location center line will have to be reestablished, cross-sections extended, earthwork revised and a balanced grade line obtained on the redesign. Vicinity maps will be required at the Smith Crossing and the Kellogg Bridge locations.

The general route was laid out by F. D. Morgan. The original survey was supervised by J. C. Chapman in 1945. Routine soils investigation will be made. No need for an economic analysis is anticipated.

The 1956 ADT is 210 and the 1975 projected ADT is 420. The section warranted by the traffic is a Class "C"-50 with maximum 10° curvature and 6% grade. The cross-section will be as follows: from Smith Bridge to Kellogg, two 11-foot running lanes with 4-foot shoulders. The balance will be 10-foot lanes with 4-foot shoulders. There are to be no climbing lanes and no consideration for eventual four laning. The tentative base design proposed by G. L. Decker is as follows:

Bottom Course Base	
Leveling Course	2 "
Asphaltic Concrete	$3\frac{1}{2}$"
Total	

This base design is subject to revision pending completion of field investigation.

The rise and fall is approximately 890 feet. The total central angle is approximately 494 degrees.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticipated. The deviation will be the 11-foot lane section and it may not be economically feasible to revise two 12° curves on the existing alignment to the standard 10° curvature.

Access on this facility will be controlled only as to location and use. All connections are to be at grade. There will be two crossings of the Umpqua River located near the terminal points. Local names of these crossings are Smith Bridge and Kellogg Bridge. Vicinity maps for these crossings will be prepared in conjunction with this survey. There are no railroad crossings involved in this survey.

The nearest known material source is a gravel deposit approximately 2½ miles upstream from Smith Bridge. This source is presently leased to a commercial producer and will require haul road improvements.

Agreements with the County will be required concerning disposition of the present right of way.

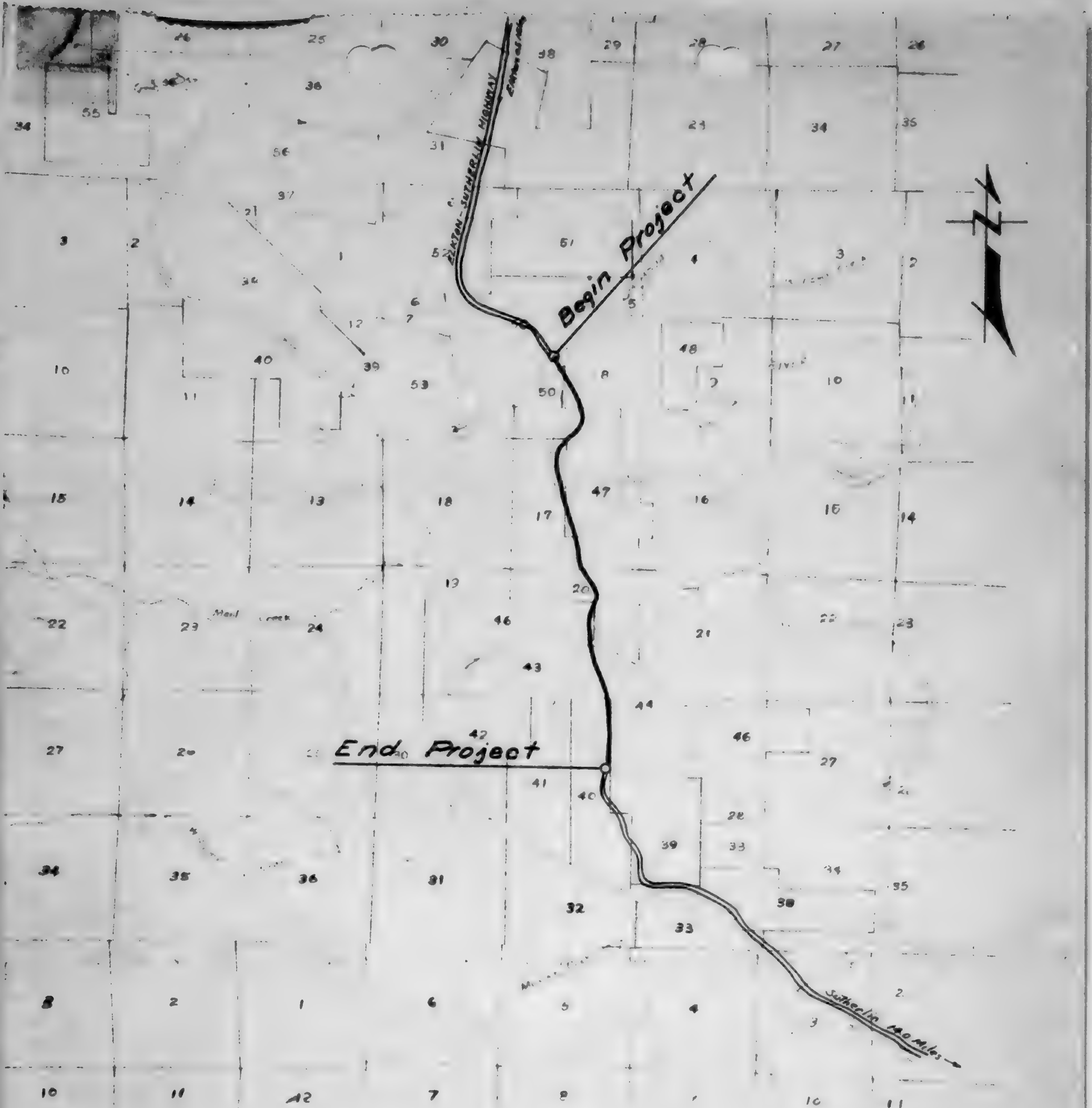
There are no State Parks located along the route to be surveyed.

June 4, 1958

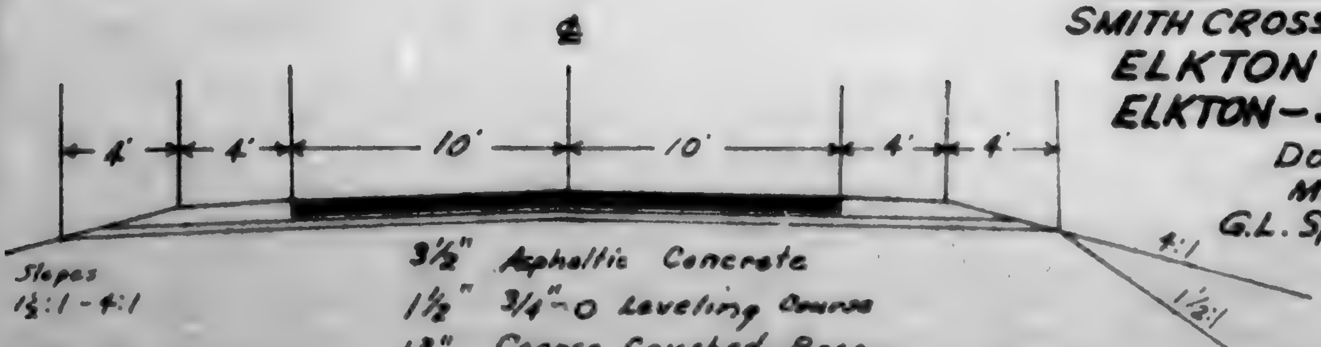
Attachment

cc: W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
Gordon Spaulding
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. De France

[illegible]
OFFICE OF
[illegible] ENGINEER


ELKTON-SUTHERLIN HIGHWAY
Begin Project
End Project
Sutherlin 1?0 Miles
Mill Creek

OREGON STATE HIGHWAY DEPARTMENT
SMITH CROSSING - KELLOGG BRIDGE UNIT
ELKTON - KELLOGG SECTION
ELKTON-SUTHERLIN HIGHWAY
Douglas County
May 1958
G.L. Spaulding Resident Engineer


℄
4'
4'
10'
10'
4'
4'
4:1
1½:1

Slopes
1½:1 - 4:1

3½" Asphaltic Concrete
1½" 3/4"-0 Leveling Course
13" Coarse Crushed Base

RECEIVED
APR 23 1958
FOR FILING

3/27/58
4J

April 8, 1958

Mrs. Lucile H. Godding, Secretary
Kellogg Grange No. 811 of Douglas County
Elkton, Oregon

Dear Mrs. Godding:

On January 15, 1958 you directed a communication to the State Highway Commission in which you advised that it is the desire of the membership of your Grange that the Kesterson Hill Section between Kellogg Bridge and Smith Bridge be given preference in the further improvement of this highway.

Your letter was brought to the attention of the members of the State Highway Commission at their meeting on March 27, 1958 and was carefully considered. According to the report rendered by the State Highway Engineer the remaining section of this highway yet to be improved is slightly in excess of 12 miles in length which to facilitate construction has been divided into three units of equal length. On the northerly end of the road shorter units would not be practical as connections must be made to the existing highway. The 1960 construction program heretofore approved by the Commission contains an item of $600,000 to finance construction of the northerly unit (Elkton-Smith Bridge). The Smith Bridge-Kellogg Bridge Section is estimated to cost nearly $1,000,000 and would have to be built at one time before any portion of it could be used by traffic.

A study of the Commission's finances revealed that the additional money required to finance the Smith Bridge-Kellogg Bridge Section is not immediately available, in view of which the Commission decided to stay with its plans to construct the northerly unit first. Consideration will be given to construction of the remaining work at such time in the future as secondary funds in Division No. 2 become available.

I was instructed to advise you of the action taken.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
MAR 17 1958
FOR FILING
LB 217(6)
B 217(7)
[illegible]

R

March 13, 1958

Oregon State Highway Commission

Gentlemen:

The Kellogg Grange No. 611 of Douglas County directed a petition to the Highway Commission requesting that the next improvement which is undertaken on the Elkton-Sutherlin Secondary Highway be made on the section between Kellogg Bridge and Smith Bridge, the local geographic name for the area being Kesterson Hill.

I have had an investigation made of this matter and report to you as follows:

The remaining section of the Elkton-Sutherlin Highway yet to be improved is slightly in excess of 12 miles in length, which we have broken into three units of equal length. On the northerly end of the road shorter units would not be practical, as connections to the existing road must be made. In our 1959 program we have an item of $500,000 which we have assigned to the northerly section (Elkton-Smith Bridge). Our cost surveys indicate that this is about the right amount of money for that unit. The Smith Bridge-Kellogg Bridge Section is estimated to cost nearly $1,000,000 and would all need to be built before any of it would be usable.

As I see no way to finance the additional money necessary, it is my recommendation that we proceed with the northerly unit and program the remaining work in the future when secondary funds are available in that Division.

This matter will be on the agenda for your consideration at the March 27-28 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:me fn

RECEIVED
MAR 11 1958
FOR FILING

DA 217(6)
F-217(7)
- 5336

3-5-58

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS, ELKTON-SMITH CROSSING UNIT, ELKTON-KELLOGG BRIDGE SECTION, ELKTON-SUTHERLIN HIGHWAY, DOUGLAS COUNTY

The following prospectus is submitted to cover the Elkton-Smith Crossing Unit, Elkton-Kellogg Bridge Section of the Elkton-Sutherlin Highway in Douglas County. The northerly end of the project is at Mile Point 0.00, which mile point is the beginning of the Elkton-Sutherlin Highway east of the town of Elkton. The southerly end of the project is at the Umpqua River just downstream from the present Smith Bridge over the Umpqua River. The overall length of the project is 4.2 miles.

The survey is to be a new and direct location throughout the entire length of the project. The new survey will depart from the present highway at the beginning of the project and proceed in a southerly direction lying westerly of the present highway. There are no towns located between the terminal points of the location.

The general route was laid out by Tom Edwards. A reconnaissance-type survey has been run with aerial photography and contours available. Routine soils investigations will be performed on the new survey. No soils or drainage problems are anticipated. No need for an economic analysis is anticipated.

The 1956 ADT is 400 and the 1975 projected ADT is 800. The section warranted by the traffic is a Class "C"-60 with maximum 6 degree curvature with a 6 percent grade. The cross-section will be as follows: Two 10-foot running lanes with 4-foot shoulders. There are to be no climbing lanes and no consideration for eventual four-laning of this section. The tentative base design is 14½ inches of base course with 3½ inches of asphaltic concrete for a total thickness of 18 inches, subject to revision based on soils tests. The rise and fall of the section is approximately 250 feet. The total central angle will be about 150 degrees.

Deviation from the standards set forth for this class of highway in Section 10 of the Oregon State Highway Department Technical Bulletin No. 19, Revised, is anticpated. This deviation will be in the connection to the present Smith Bridge. Provision is to be made for future construction of a new bridge with standard alignment.

This is to be a limited-access facility with "at grade" connections. There are no railroad crossings along the route. The only stream crossing is at Tapp Creek. A large culvert or box will service this creek. The facility will intersect the Umpqua Highway in such a manner as to permit future interchange construction utilizing the existing structure over Elk Creek.

Investigation to find a suitable gravel source is necessary. The nearest known source is a gravel deposit 2½ miles upstream from the Smith Crossing. This source will require haul road improvements. Other sources nearer the project might be available. Some prospecting will be done in search of better sources.

Agreements with the county concerning the disposition of the present right of way will be necessary.

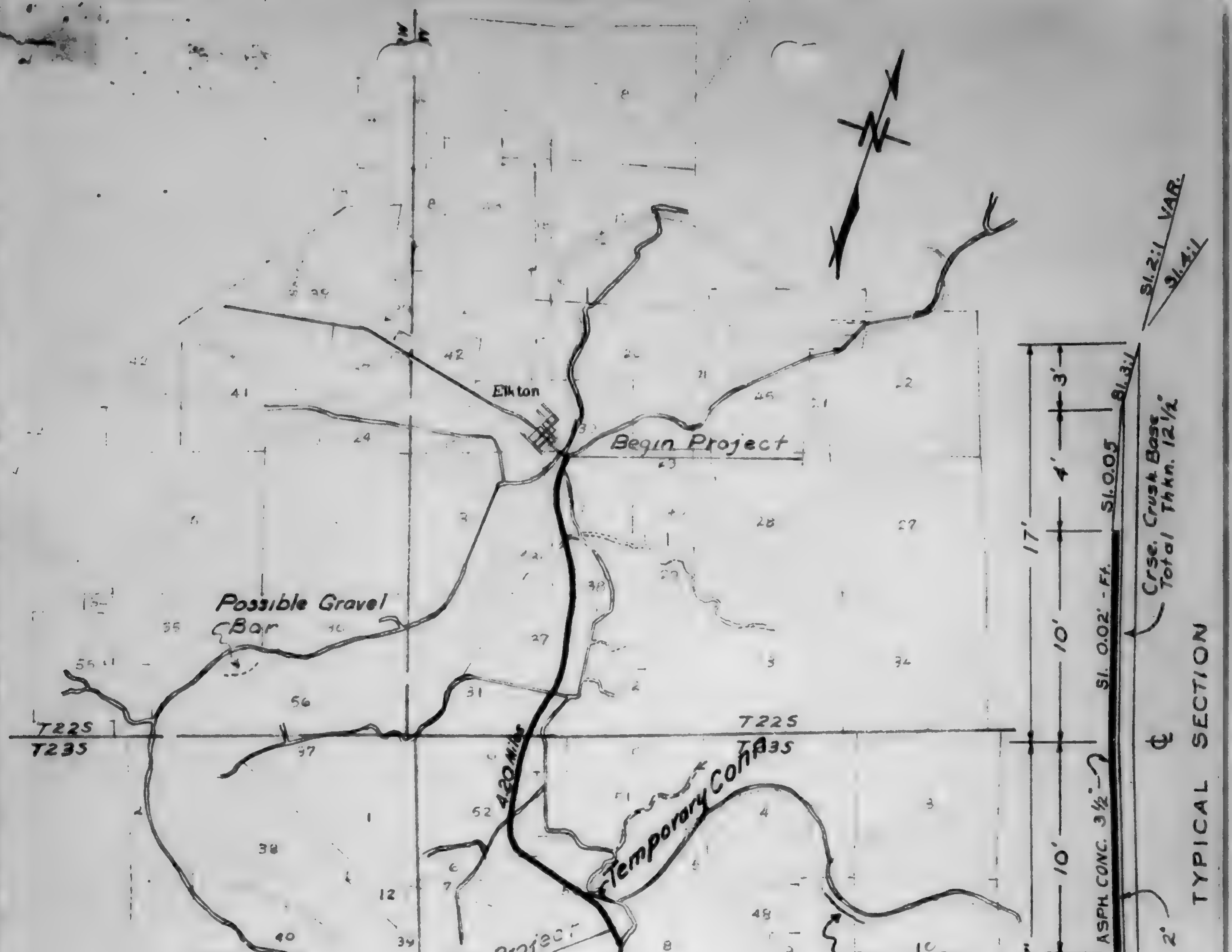
There are no State Parks located along the route to be surveyed.

March 5, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
F. D. Morgan
Gordon Spaulding
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
MAR 11 1958
OFFICE OF
STATE HIGHWAY ENGINEER


Elkton
Begin Project
Possible Gravel Bar
T22S
T23S
4.20 Miles
Temporary Conn.
End Project
Possible Gravel Bar
Gravel Bar
R8W
R7W
TYPICAL SECTION
Sl. 2:1 VAR.
Sl. 4:1
Sl. 3:1
3'
4'
10'
10'
4'
3'
3'
17'
17'
Sl. 0.05
Sl. 0.02' - Ft.
ASPH. CONC. 3½"
Crse. Crush. Base Total Thkn. 12½"
Level Crse. Total Thkn. 2"
℄

Sketch Map
ELKTON-SMITH CROSSING UNIT
ELKTON-KELLOG SECTION
Elkton-Sutherlin Highway
Douglas County Feb. 1958
G.L. Spoulding Res. Engr.

report pending

January 24, 1958

Lucile H. Godding, Secretary
Kellogg Grange No. 811 of Douglas County
Elkton, Oregon

Dear Madam:

Your letter of January 15, 1958, directed to the State Highway Commission, Portland, Oregon, has just been forwarded to this office. It is noted that Kellogg Grange No. 811 is desirous for the improvement of the Kellogg Bridge-Smith Bridge (Kesterson Hill) Section of Highway 228 (Elkton-Sutherlin Highway), to be constructed as the next project of this road.

Your letter will be brought to the attention of the members of the State Highway Commission and the State Highway Engineer for their information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: Commissioners
W. C. Williams

FORM E-123

COMMISSIONERS
CHAS. H. REYNOLDS, CHAIRMAN
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
COUNSEL

January 22, 1958

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Herewith letter addressed to the Oregon State Highway Commission dated January 15, 1958 from the Kellogg Grange Number 811, signed by Lucile H. Godding, Secretary, Elkton, Oregon. They ask that the next length of Highway 228 be built between the Kellogg Bridge and the Smith Bridge, known as Kesterson Hill in order to eliminate a narrow hill road which they claim is dangerous for school busses.

This letter was received at the Maintenance office, but properly should have been delivered to your office.

E. E. Johnston
E. E. Johnston
Assistant Maintenance Engineer

NOTED
H. B. GLAISYER

Elkton, Ore
Jan 15, 1958

Oregon State Highway Commission
Portland,
Ore

Dear sirs:

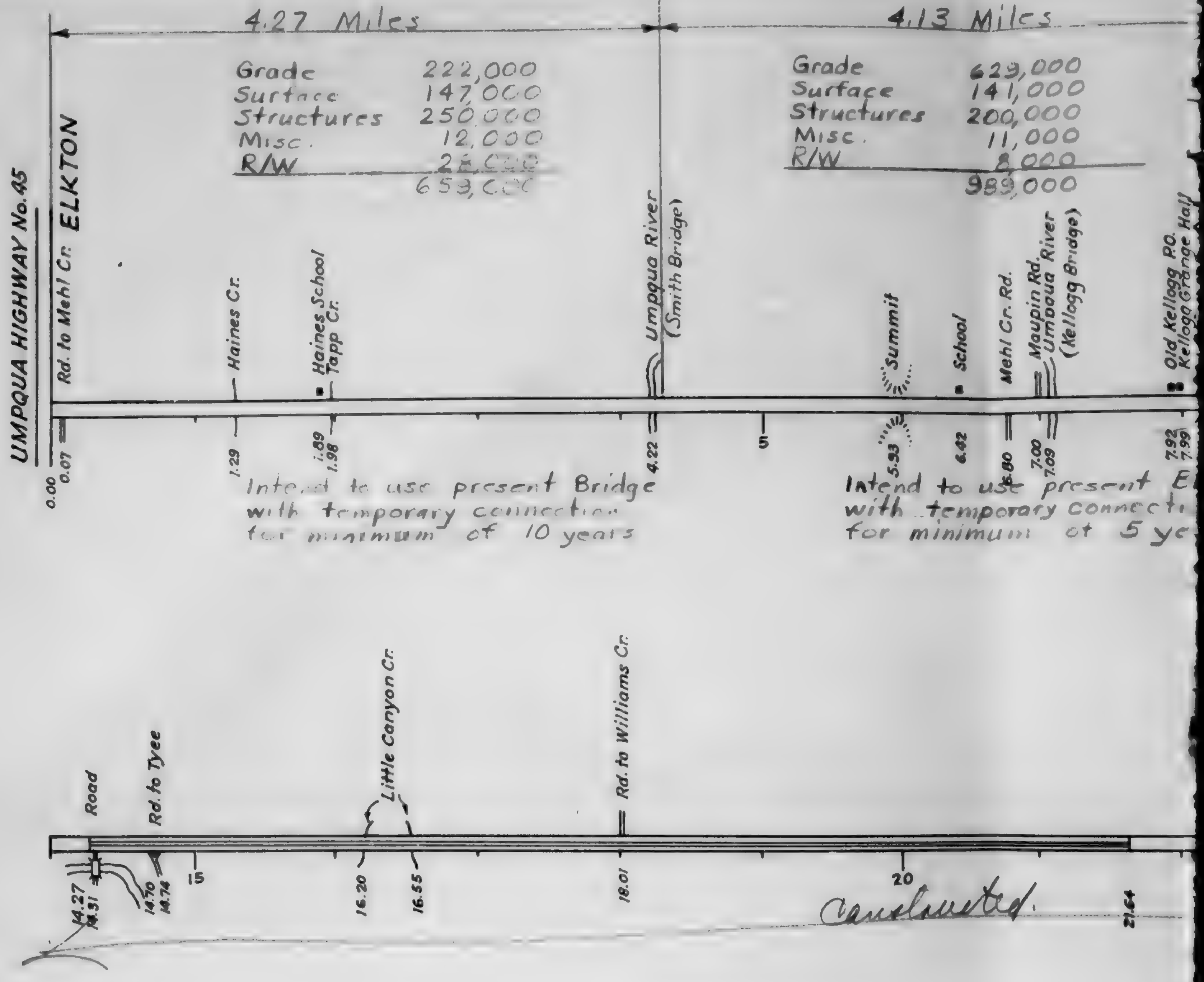
The Kellogg Grange, Number 811, of Douglas County, has voted to request the next length of new highway 228 be built between the Kellogg bridge and the Smith bridge, known as Kesterson Hill.

This winding, narrow hill road is dangerous for the school bus, which twice daily drives it with a load of children. Besides discouraging traffic which would otherwise use 228 as a short cut to Roseburg, or Roseburg to the Coast.

The Kellogg Grange respectfully submits this request.

Sincerely
Lucile H. Godding, Sec.

ACKNOWLEDGED
H. B. GLAISYER


UMPQUA HIGHWAY No. 45
ELKTON
Rd. to Mehl Cr.
Haines Cr.
Haines School
Tapp Cr.
Umpqua River
(Smith Bridge)
Summit
School
Mehl Cr. Rd.
Maupin Rd.
Umpqua River
(Kellogg Bridge)
Old Kellogg P.O.
Kellogg Grange Hall
0.00
0.07
1.29
1.89
1.98
4.22
5
5.93
6.42
6.80
7.00
7.09
7.92
7.99
Road
Rd. to Tyee
Little Canyon Cr.
Rd. to Williams Cr.
14.27
14.31
14.70
14.74
15
16.20
16.55
18.01
20
21.64

4.27 Miles

Grade	222,000
Surface	147,000
Structures	250,000
Misc.	12,000
R/W	28,000
	659,000

Intend to use present Bridge with temporary connection for minimum of 10 years

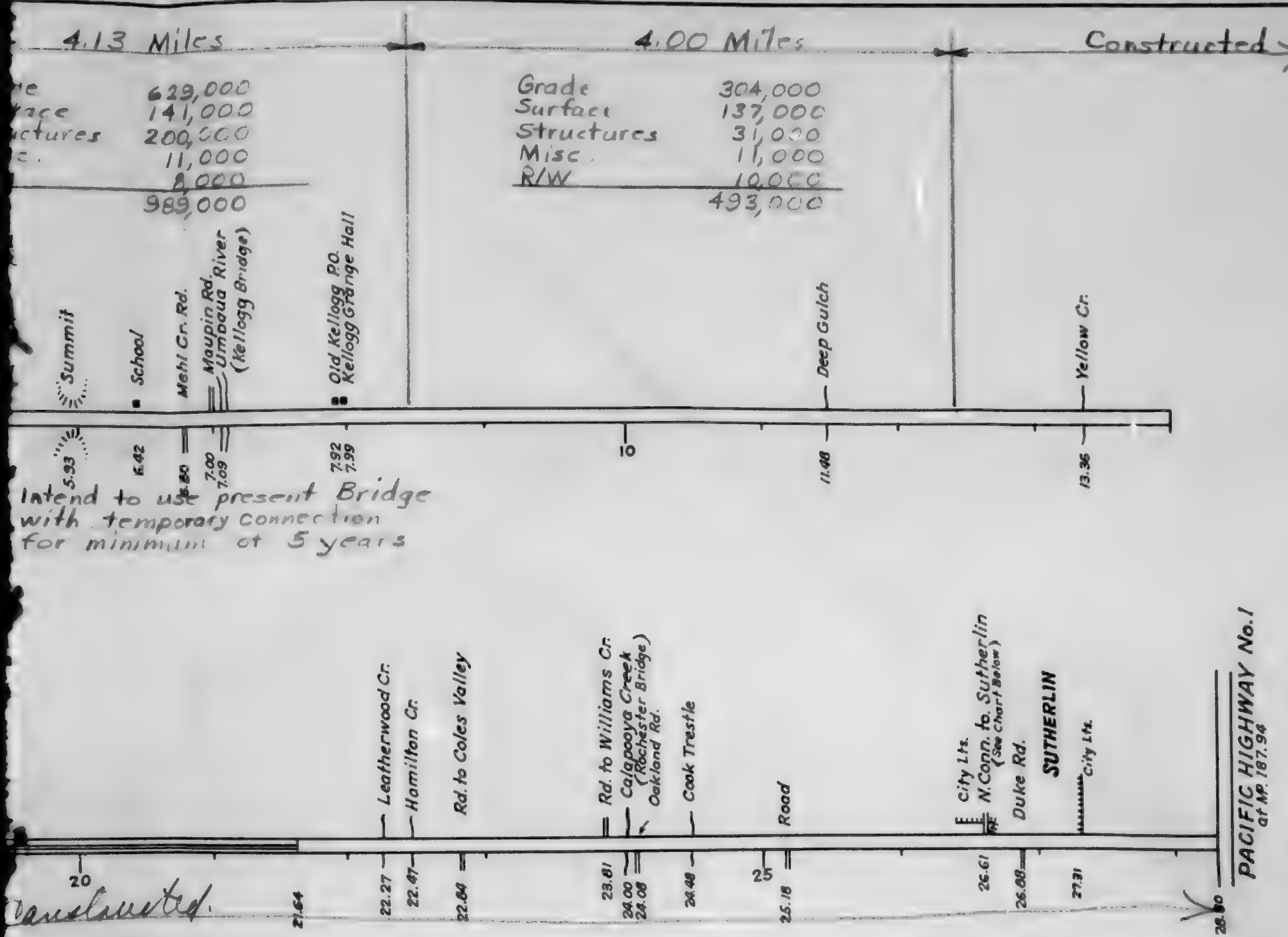
4.13 Miles

Grade	629,000
Surface	141,000
Structures	200,000
Misc.	11,000
R/W	8,000
	989,000

Intend to use present E
with temporary connecti
for minimum of 5 ye

Constructed

ELKTON-SUTHERLIN HWY. No. 231



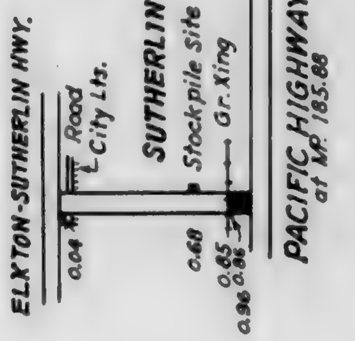
4.13 Miles
4.00 Miles
Constructed
Summit
5.93
School
6.42
Mehl Cr. Rd.
[illegible]
Maupin Rd.
Umpqua River
(Kellogg Bridge)
7.00
7.09
Old Kellogg P.O.
Kellogg Grange Hall
7.92
7.99
10
Deep Gulch
11.48
Yellow Cr.
13.36
20
21.64
Leatherwood Cr.
22.27
Hamilton Cr.
22.47
Rd. to Coles Valley
22.84
Rd. to Williams Cr.
23.81
Calapooya Creek
(Rochester Bridge)
24.00
Oakland Rd.
24.08
Cook Trestle
24.48
25
Road
25.18
City Lts.
N. Conn. to Sutherlin
(See Chart Below)
26.61
Duke Rd.
26.88
SUTHERLIN
City Lts.
27.31
28.80
PACIFIC HIGHWAY No. 1
at M.P. 187.94

...e	629,000
...face	141,000
...uctures	200,000
...c.	11,000
	8,000
	989,000

Grade	304,000
Surface	137,000
Structures	31,000
Misc.	11,000
R/W	10,000
	493,000

Intend to use present Bridge
with temporary connection
for minimum of 5 years

...onstructed



ELKTON-SUTHERLIN HWY.
Road
City Lts.
0.04
SUTHERLIN
Stockpile Site
0.68
Gr. Xing
0.85
0.88
0.96
PACIFIC HIGHWAY No. 1
at M.P. 185.88

NORTH CONNECTION

Aug., 1941

July, 1950

R-AD-7(2) North Bend Airforce Sta. 1958
Access Rd. Grading &
#5337 Oiling Proj.

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 22, 1959

AU 7(2)		
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5337	10 Final	Robert Angell
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT) (DATE)
25555	73009	$ 1,685.89 10/21/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 100 workdays from October 30, 1958

Time Extensions: None of record

Completion Date: August 12, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 22, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: [illegible] 1959

NOTED ON CARD
cc

RECEIVED
OCT - 6 1959
FOR FILING

[illegible]

[illegible]

October 5, 1959

American Surety Co.,
725 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5337 for grading-oiling the North Bend Airforce Station Access Road Section on the Lungren Road in Coos County was completed by the contractor, Robert Angell, on August 12, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $1,685.89 will be released to the contractor on or after October 15, 1959. The total contract amount is $57,711.18, of which amount $1,015.18 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

A

RECEIVED
SEP 24 1959
FOR FILING

5-AD-7(2)

53-1

September 23, 1959

American Surety Company
725 Yeon Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Robert Angell on contract #5337 for grading-oiling the North Bend Airforce Station Access Road Section of Lungren Road in Coos County.

This payment, in the amount of $6,711.69, will be released to contractor on or after October 5, 1959. The retained percentage is $1,732.74.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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Form E-1—(Rev.)-

FRAD 7(2)

5337

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 29, 1959

Section	North Bend Airforce Station Access Road	Kind of work:	Grading and Oiling
Highway	Langren Road County Coos	Section prefix	206-1078
Contractor	Robert Angell	Contract number	5337
Date of contract	October 20, 1958	Specified work days	100
Date work started	October 28, 1958	Work days used	100
Project authorization	$ 71,194.50	Per cent of time elapsed	100 %
Exclusive of engineering	$ 66,131.78		

Estimated cost of completed project, exclusive of engineering . . . $ 58,054.93

Estimated per cent ~~xxxxxxx~~ or underrun . . . 11.4 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . $ 5,062.72

Engineering cost to date $ 5,043.39, 99.6 %

Date project was completed July 12, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

FINAL REPORT

One man worked on semi final estimate 4 days.

Semi final made and mailed to Division office August 27, 1959.

CONSTRUCTION DIVISION
RECEIVED
AUG 31 1959
NOTED E W B ☐ C
CE ACE ACE COE

NOTED NOTED
JOHN R. OAKES FORREST COOPER

NOTED
C. E. PAULSEN

Signed M. M. Stump

Address Box 496, North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	XXXXXX AGGREGATE
Miles in project	0.77	1.14		1.25	
Miles partially completed	0.77	1.14		1.25	
Miles completed	0.77	1.14		1.25	
Total estimated quantities (contract)	36,850	2,400		Oil 78 tons	800 CY
Total quantities corrected to date	34,266.6	1,688		Oil 80.9 ton	860 CY
Estimated quantities moved or placed to date	34,266.6	1,688		Oil 80.9 ton	860 CY
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 17 1959

R-AD 7(2)

5337

August 17, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 12, 1959, on Contract No. 5337, North Bend Airforce Station Access Road Section in Coos County, in connection with Federal Aid Project No. R-AD-7(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson
DBP:cr

RECEIVED
MAY [illegible]
FOR FILING

R AD 7(2)

A

When replying, refer to:
08-35.5
5337

408 State Highway Bldg.
Salem, Oregon

May 26, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project R-AD-7(2), North Bend
Airforce Station Access Road Project
on the Lungren Road in Coos County -
relocation of pole

Dear Sir:

Authorization is hereby granted to proceed as of May 18, 1959, with necessary relocation of the Central Lincoln Peoples' Utility District power line.

Reimbursement will be contingent upon satisfying the provisions of FPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

By:
D. M. Emrich
District Engineer

orig Paxton
cc Edwards

NOTED
[illegible]

[illegible] 5337

A

RECEIVED
MAY 18 1959
FOR FILING
R-AD-7(2)

5337

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revised estimate for the North Bend Airforce Station Access Road, Project No. R-AD-7(2).

The estimate has been revised to include work by the Central Lincoln P.U.D. This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:gh

Oregon State Highway Department

Federal Aid
Project No. R-AD-7(2)

NORTH BEND AIRFORCE STATION ACCESS ROAD PROJECT

ON THE LUNGREN ROAD IN COOS COUNTY

(Estimate revised to include work by the Central Lincoln P.U.D. Not as a basis for modification of project agreement.)

Salem, Oregon, May 18, 1959

Type Code 5231
Roadway (Sta. 100+00 to Sta. 251+70) (Contract No. 5337)

Clearing and Grubbing	All	Required	$	$ 3,000.00
Drainage Excavation, Unclassified	460	cu. yds.	4.50	2,070.00
General Excavation, Unclassified	36,850	cu. yds.	0.58	21,373.00
Blade Grader	60	hours	12.50	750.00
Front End Loader	60	hours	12.50	750.00
Dump Truck	120	hours	7.50	900.00
12-inch Concrete Pipe	80	lin.ft.	3.75	300.00
18-inch Concrete Pipe	1,200	lin.ft.	4.10	4,920.00
48-inch Concrete Pipe	10	lin.ft.	15.50	155.00
8-inch Perforated Metal Drain Pipe	170	lin.ft.	2.50	425.00
Special Backfill in Drains	40	cu. yds.	6.00	240.00
Metal Guard Rail	1,200	lin.ft.	4.50	5,400.00
Coarse Crushed Material in Base	1,600	cu. yds.	4.90	7,840.00
3/4" - 0 Material in Base	800	cu. yds.	5.05	4,040.00
Sprinkling	80	M-Gals.	3.50	280.00
Preparation of Base	1.14	miles	400.00	456.00
Furnishing and Placing Aggregates	800	cu. yds.	6.40	5,120.00
200-300 Asphalt	60	tons	67.50	4,050.00
RS-1 Asphalt	18	tons	67.50	1,215.00
				$63,284.00
Work by Central Lincoln P.U.D.	All	Required		225.00
		Subtotal		$63,509.00
		Engr. & Cont.		9,491.00
		Total		$73,000.00

Length of Roadway . . . . 2.873 miles
Cost of Roadway Per Mile $22,624.43

Federal Funds $73,000.00

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1931.

State Funds for Maint.: Chapter 529, laws 1931.

RECEIVED
MAY 14 1959

FOR FILING

R-AD-7(2)

5327

May 14, 1959

Central Lincoln PUD Power Line
Project R-AD-7(2)
North Bend Airforce Station Access Road
Coos County

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of the estimate and three copies of the sketch prepared by the Central Lincoln People's Utility District in connection with adjusting its facilities on the above project. Revised estimate to include this work is being submitted separately.

Your early approval of the agreement and authorization to proceed with the work in order to clear for construction is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:gh

RECEIVED
MAY 6 - 1959
FOR FILING
R-AD-7(2)

5337

R-AD-7(2)

May 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three copies of Assistant Counsel's letter in connection with relocation of a pole of the Central Lincoln People's Utility District on the North Bend Airforce Station Access Road in Coos County, Project R-AD-7(2).

Authorization to proceed with this work as of this date on the basis of the proposed agreement under the provisions of PPM 30-4 is requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

RECEIVED
JAN 12 1959
FOR FILING

R-AD-7(2)

5337

January 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State's participation of flagging costs on the North Bend Airforce Station Access Road Section of the Lungren Road in Coos County, Contract No. 5337, in connection with Federal Aid Project No. R-AD-7(2).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

FORM 8-133 3M 4-

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
NOV 17 1958

D-AD-7(2)

5337

Nov. 14, 1958

Robert Angell
P. O. Box 288
Eastside, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5337, awarded Oct. 20, 1958, for grading and oiling on the North Bend Airforce Sta. Access Road Section of the Lungren Road in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Contract 5337

COPY SENT
NOV 6 1958
REGIONAL OFFICE

Monthly Transaction No. 11-51	Fo -2 (9 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te Oregon
Project Report No. 6	**FEDERAL-AID PROJECT AGREEMENT**	County Coos
		Project No. R-AD-7(2)

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

COPY
Washington

Project termini **From U. S. 101 to site of A.C. & W. Station P-12 near North Bend.**

Project classification or class of work	Effective date of authorization	Approximate length *(Miles)*
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8-25-58	2.9
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 73,000	Federal funds $ 73,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By
State Highway Engineer
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By CG Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer November 6, 1958

November 5, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the North Bend Airforce Station Access Road, Project No. B-AD-7(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RNC:cr

When replying, refer to
08-35.5

October 31, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

Attached are two copies of a proposed project agreement and one copy of approved detail estimate for the following project:

R-AD-7(2)	From U.S. 101 to site of A.C. & W. Station P-12 near North Bend

If the project agreements are satisfactory, it should be signed and returned to this office.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
Acting Division Engineer

Attachment

October 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Bend Airforce Station Access Road, Project No. R-AD-7(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RHC:bb

Oregon State Highway Department

Federal Aid
Project No. E-AD-7(2)

NORTH BEND AIRFORCE STATION ACCESS ROAD PROJECT

ON THE JUNGREN ROAD IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 23, 1958

Type Code 5231
Roadway (Sta. 100+00 to Sta. 251+70)
(Contract No. 5337)

Clearing and Grubbing	All	Required	$	$ 3,000.00
Drainage Excavation, Unclassified	460	cu. yds.	4.50	2,070.00
General Excavation, Unclassified	36,850	cu. yds.	0.58	21,373.00
Blade Grader	60	hours	12.50	750.00
Front End Loader	60	hours	12.50	750.00
Dump Truck	120	hours	7.50	900.00
12-inch Concrete Pipe	80	lin. ft.	3.75	300.00
18-inch Concrete Pipe	1,200	lin. ft.	4.10	4,920.00
48-inch Concrete Pipe	10	lin. ft.	15.50	155.00
8-inch Perforated Metal Drain Pipe	170	lin. ft.	2.50	425.00
Special Backfill in Drains	40	cu. yds.	6.00	240.00
Metal Guard Rail	1,200	lin. ft.	4.50	5,400.00
Coarse Crushed Material in Base	1,600	cu. yds.	4.90	7,840.00
3/4" - 0 Material in Base	800	cu. yds.	5.05	4,040.00
Sprinkling	80	M-Gals.	3.50	280.00
Preparation of Base	1.14	miles	400.00	456.00
Furnishing and Placing Aggregates	800	cu. yds.	6.40	5,120.00
200-300 Asphalt	60	tons	67.50	4,050.00
RS-1 Asphalt	18	tons	67.50	1,215.00
		Subtotal		$63,284.00
		Engr. & Cont.		9,716.00
		Total		$73,000.00

Length of Roadway . . . . 2.873 miles
Cost of Roadway Per Mile $22,624.43

Federal Funds $73,000.00

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1931.

State Funds for Maint.: Chapter 529, laws 1931.

C
O
P
Y

C.P

WASHINGTON, D. C.   9-10-58 1500R

FRENCH
BPR   PD

REURTEL SEPTEMBER 9 OREGON PROJECT R-AD-7(2), THE and ACCESS FUNDS ARE INCREASED FROM $65,000 to $73,000 EFFECTIVE SEPTEMBER 10 TO PROVIDE FOR OVERRUN BASED ON LOW BID.

[illegible]

BUR. OF PUBLIC ROADS

Oregon State Highway Department

Federal Aid
Project No. R-AD-7(2)

NORTH BEND AIRFORCE STATION ACCESS ROAD PROJECT

ON THE LUNGREN ROAD IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 25, 1958

Type Code 5231
Roadway (Sta. 100+00 to Sta. 251+70)

Clearing and Grubbing	All	Required	$	$ 2,000.00
Drainage Excavation, Unclassified	460	cu. yds.	3.00	1,380.00
General Excavation, Unclassified	36,850	cu. yds.	0.60	22,110.00
Blade Grader	60	hours	12.50	750.00
Front End Loader	60	hours	9.00	540.00
Dump Truck	120	hours	7.50	900.00
12-inch Concrete Pipe	80	lin. ft.	2.50	200.00
18-inch Concrete Pipe	1,200	lin. ft.	4.50	5,400.00
48-inch Concrete Pipe	10	lin. ft.	15.00	150.00
8-inch Perforated Metal Drain Pipe	170	lin. ft.	2.50	425.00
Special Backfill in Drains	40	cu. yds.	6.00	240.00
Metal Guard Rail	1,200	lin. ft.	3.00	3,600.00
Coarse Crushed Material in Base	1,600	cu. yds.	4.00	6,400.00
3/4" - 0 Material in Base	800	cu. yds.	4.50	3,600.00
Sprinkling	80	M-gal.	3.00	240.00
Preparation of Base	1.14	miles	250.00	285.00
Furnishing and Placing Aggregates	800	cu. yds.	5.00	4,000.00
200-300 Asphalt	60	tons	60.00	3,600.00
RS-1 Asphalt	18	tons	65.00	1,170.00
	Subtotal			$ 56,990.00
	Engr. & Cont.			8,010.00
	Total			$ 65,000.00

Length of Roadway	2.873 Miles
Cost of Roadway Per Mile.	$22,624.43

Federal Funds. . . . . $ 65,000.00

RECEIVED
NOV 5 - 1958
FOR FILING

OREGON DISTRICT
R AC-7 (2)
337

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

November 3, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project R-AD-7(2)
Access Road to A.C. & W. Station
Near North Bend

Dear Sir:

Reference is made to our letter of September 9, 1958 concerning the subject project.

At that time, Coos County had advised they were unable to obtain necessary slope easements for the proposed improvement in the vicinity of Stations 128 and 155. We, therefore, recommend that the proposed work in these areas be eliminated from the project.

The County has now obtained the necessary easement between Stations 127+00 and 129+50 and it is requested that the work, as originally proposed between these stations, be accomplished under the contract.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

NOTED

RECEIVED
NOV - 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 - 1958
FOR FILING
R-AD-7(2)
5337

October 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 28, 1958, on Contract No. 5337, North Bend Airforce Station Access Road Section, in Coos County, in connection with Federal Aid Project No. R-AD-7(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

RECEIVED
OCT 21 1958
FOR FILING

October 20, 1958

Mr. Robert Angell
528 - 6th Avenue
Eastside, Oregon

Dear Sir:

The State Highway Commission on September 11, 1958 accepted your proposal for grading and oiling on North Bend Air-force Station Access Road in Coos County for the sum of $63,284.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5337.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

CC: Tom Edwards
S. H. Probert
R. G. Savage
Pacific Builder & Engineer, Inc.
Lowell Richards

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 20, 1958

Robert Angell
528 - 6th Avenue
Eastside, Oregon

Contract for North Bend Airforce Station Access Road, Coos County for which you submitted low bid on September 9, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY

CC. Confirmation
Accounting
Files
C. W. Head

RECEIVED
OCT 21 1958
FOR FILING

R-AD-7(2)

5337

October 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grade widening and oiling on the North Bend Airforce Station Access Road Project in Coos County, Project R-AD-7(2), to Robert Angell of North Bend, Oregon, on the basis of the bid of $63,284.00 submitted on September 9, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

SHP:bb

A

RECEIVED
OCT 22 1958
FOR FILING

R-AD-7 (2)
OREGON DISTRICT

5337

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0

October 20, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry have been acquired for Oregon Project R-AD-7(2), North Bend Airforce Station Access Road, we hereby concur as of this date in award of contract No. 5337 to Robert Angell of North Bend, Oregon, low bidder in the amount of $63,284.00 at the September 9, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: A. F. Bester
A. F. Bester
Acting Division Engineer

copy to [illegible]

NOTED
FORREST COOPER

RECEIVED
ENGINEER

FORM 230—50M—2-55—62986

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

North Bend, Oregon
October 17, 1958

SUBJECT: North Bend Airforce Station
Access Road Project
Lungren Road
Coos County

To: Mr. Clarence Swenson
Engineer, County & City Relations
Salem, Oregon

NOTED
JOHN D. GRAHAM

Mr. M. E. Martin, of the Bureau of Public Roads, was in the office Thursday and we went over the questions on the easements of the above subject.

The disposal areas of the Menasha Wooden Ware Corp. have been checked and are adequate.

The 60' from center line of existing road on the easement at station 137 to 140 is adequate.

The easement not to exceed 30 feet from center of present roadway plus sloping of bank on the Thomas J. Weeks property is adequate.

Mr. M. E. Martin has approved the above with his O. K. marked on the easements. Also Mr. Martin has approved the leveling on the Bowen property. A letter from Coos County Regarding the Bowen Property ~~enclosed~~ has been mailed to you by them.

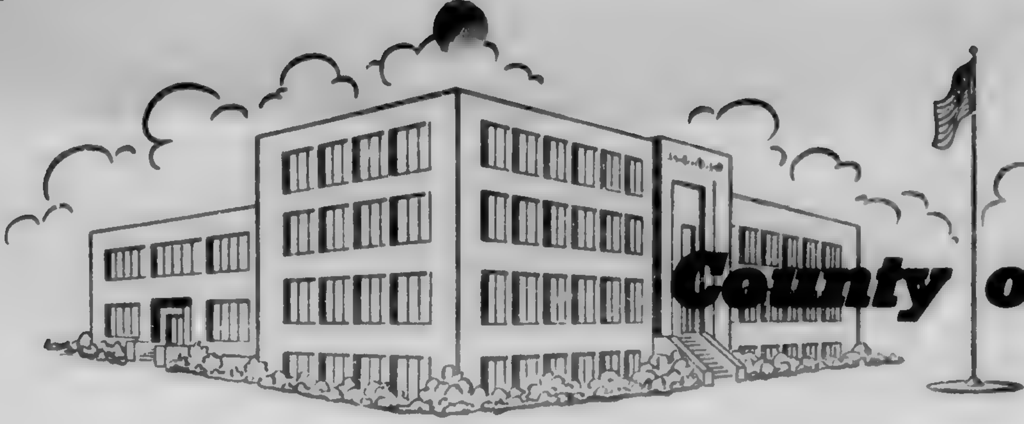
I am returning to you the easements with notations as Mr. Martin requested. Would you please return said easements or copies when you have finished with them.

M. M. Stump
Resident Engineer

RECEIVED
OCT 20 1958

NOTED
C. G. SWENSON

Copies of easements
returned to Stump Oct 20, 58



County of Coos

RECEIVED
OCT 20 1958

October 17, 1958

NOTED

NOTED
JOHN D. GRAHAM

Mr. C. G. Swenson
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

In regard to the work to be done as stated in that certain easement dated September 10, 1958 across a portion of the Clarence Bowen, Evaline Bowen, William H. Bowen, and Maude M. Bowen property, this is to verify the statement by Mr. Bowen "that only the dirt hauled into the field" owned by Mr. Bowen and others is to be levelled so that farm machinery can cross it easily. It is the understanding of the Coos County Court that the above statement is true regarding the conditions affecting the easement across said property and will therefore guarantee that no additional work will be required.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

F. C. True
F. C. True
Commissioner

RECEIVED
OCT 20 1958

JWH:js
cc: Co. Hwy. Dept.
Clarence Bowen

Enclosure

NOTED
C. G. SWENSON

Copy to [illegible] 9.20.58

NOTED
V. R. [illegible]

RECEIVED
OCT 20 1958

October 17, 1958

NOTED
Harold C. Ayers

It is intended that only the dirt which is hauled in the field shall be levelled so we can get our farm equipment over it.

/s/ Mr. Clarence Bowen

RECEIVED
OCT 20 1958

copy to Thomp 9/20/58

COPY

NOTED
C. G. SWENSON

County of Coos

RECEIVED
OCT 20 1958

October 17, 1958

NOTED
Harold C. Ayers

NOTED
JOHN D. GRAHAM

Mr. C. G. Swenson
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

As an additional explanation of the work required in the easement dated September 10th, 1958 and signed by Thomas J. Weeks, Frances Weeks and Dolores Weeks, it is understood that the driveway will be approximately 300 feet in length and that a maximum of 10 hours of grading and levelling of the driveway and other property mentioned in the above easement shall be authorized. Said driveway shall be gravelled to a depth of three inches for the full length and a 12" concrete culvert 24 feet in length will be furnished and installed by the Contractor.

For the easement dated September 10th, 1958 and signed by Leo S. Robertson, Agent, John F. Martin and Katie H. Martin, the same conditions as above will apply except that in this case no yard work is required.

Very truly yours,

COOS COUNTY COURT

James W. Harrison

James W. Harrison
County Court

Fred A. Kruse

Fred A. Kruse
Commissioner

F. C. True

F. C. True
Commissioner

RECEIVED
OCT 20 1958
ENGINEER

NOTED
C. G. SWENSON

Copy to Stump 9/20/58

JWH:js
Cc: County Hwy. Dept.

RECEIVED
SEP 17 1958
FOR FILING
OREGON DISTRICT
R-AD-7(2)
5337

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4

September 9, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project R-AD-7(2)
Access Road to A.C. & W.
Station near North Bend

Dear Sir:

We have been informed today that Coos County is unable to obtain necessary slope easement for proposed roadway widening in the vicinity of Stations 128 and 155 on the subject project.

Inasmuch as time will not permit extended negotiations for the easement and the proposed quantity of work involved is small and is not absolutely essential to the proposed project, it is recommended that the planned widening between Stations 127+00 and 129+50, and Stations 152+50 and 156+00 be eliminated from the proposed work.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

RECEIVE
SEP 10 1958
OFFICE OF
STATE HIGHWAY E

1 to HCW
1 to Edwards
1 to Probert

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

RECEIVED

File R-AD-7(2)

5337

When replying, refer to:
08-35.4

August 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Federal Project No. R-AD-7(2), Defense Access Road to A. C. & W. Station near North Bend. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT R-AD-7(2)

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-354

5337

July 8, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project R-AD-7(2)
North Bend Air Force Station
Access Road.

Dear Sir:

Reference is made to our letter June 25 concerning the above project.

Our previous letter advised that approval of our Washington Office was granted on June 19, 1958 for grading, draining and 2-lane bituminous surfacing of the 3.3 miles of roadway.

The above description of the contemplated work may appear to be in conflict with the work as outlined to you in our letter of March 22, 1957, especially concerning the item of bituminous surfacing.

Coos County placed a bituminous surface on the entire project during 1956 and the only oiling now required is through the actual improvement areas now planned for this project.

The information furnished in our letters of July 9, 1956 and March 22, 1957 should govern the preparation of the project plans and estimate.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

NOTED
FORREST COOPER

RECEIVED
JUL 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to SHP
Edwards

RECEIVED

FOR FILING

R-AD-7(2)

5337 When replying, refer to:
08-35.3

June 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project R-AD-7(2)
North Bend Air Force Station
Access Road

Dear Sir:

Defense access road funds have been transferred from military construction funds to the Bureau of Public Roads by the Air Force for construction of the AC & W Station P-12 access road near North Bend. Funds in the amount of $65,000 were approved by our Washington office effective June 19, 1958 for grading, draining and 2-lane bituminous surfacing of the 3.3 miles of roadway. Our July 9, 1956 letter advised that we would appreciate having your department contract the construction of the project when these funds become available. Please advance the project to the construction status as soon as possible.

Your July 19, 1956 letter accepted our authorization to proceed with the preliminary engineering phase of the improvement utilizing funds transferred from the Department of Defense under Project D-AD-7(1). Since funds now are being transferred independently by each of the three services of the department, a new agreement number, R-AD-7(2), is necessary for the construction phase financed with this new class of funds.

Any requested increase in funds programed for construction must be approved by our Washington office. Therefore, in submission of the P. S. & E. documents for the project, please prepare the forms for the total amount available in order that the funds will not be released until the exact amount of funds not needed can be definitely established.

Very truly yours,

C. G. Polk
Division Engineer

Orig to SHP
Copy to Edwards

R

RECEIVED
APR 12 1957
FOR FILING

R-AD-7(2)

5337

Salem, Oregon
March 26, 1957

Mr. Tom Edwards
Construction Engineer
Department

I am handing you a copy of a letter from Mr. Polk which refers to the North Bend Air Force Station Access Road, in Coos County. If and when this project comes up for construction, please be sure that the items referred to in Mr. Polk's letter are incorporated in the plans.

Forrest Cooper
Deputy State Highway Engineer

FC:me
Encl.
cc Mr. C. G. Polk
Mr. S. H. Probert

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 22, 1957

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project D-AD-7(1)
North Bend Air Force Station Access Road

Dear Sir:

The tentative plans and estimates for subject project have been reviewed and we offer the following comments:

(1) As Coos County has completed the oiling throughout, no further oiling work need be performed at this time with the exception mentioned under (3) below.

(2) Grading work should be limited to the widening necessary to improve the existing restricted sight distances on the blind curves. With this in mind, the proposed revisions in horizontal alignment between approximate Stations 145 to 167 and near Station 228 would not be undertaken.

(3) A recent inspection of the project revealed unsatisfactory drainage facilities. Existing 12-inch and 6-inch pipe and wooden box culverts should be removed and be replaced with 18-inch pipe. Over some sections of the project, additional 18 inch pipes should be installed to prevent undue accumulation of water in the ditches on steep grades which has resulted in considerable ditch and shoulder erosion.

Installation of cross drainage will of course require the cutting of the existing oil mat wearing surface and provision should be made under the proposed contract for the restoration of the oiled surface at such locations. In connection with drainage improvement an item covering drainage excavation is indicated.

As an existing driveway with 33 feet of 12-inch concrete culvert will need to be reconstructed, an item of salvage and relay the pipe involved should be included and as another approach has wood box culvert which should be replaced with 12-inch concrete pipe, a covering item should also be included.

(4) Surfacing materials in adequate depth should be provided for the shoulder areas developed by the widening and for reconstructed driveways and approaches.

NOTED
[illegible] COOPER

(5) In addition to the cuts to be widened now shown on the detail map dated December 1956, we believe others, listed below, should also be considered to increase sight distances, provide suitable shoulders, and improve drainage.

(a) Near Sta. 155
(b) Near Sta. 216
(c) Near Sta. 223
(d) Near Sta. 228 (widen only on existing alignment)
(e) Near Sta. 244

(6) We believe that areas to be used for disposal of excess excavation should be selected and shown on the completed plans.

We appreciate your handling of the location and design of this project. After they have been completed, and a revised estimate prepared, we will need to forward the data to other levels of the Bureau and the Department of Defense for further action. Until we are advised that construction funds are available, the project cannot be advanced to the construction stage. When we are notified that the necessary funds have been released, we would further appreciate your handling of the construction of the project.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

RECEIVED
MAR 22 1957
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP [illegible] 1956
FOR FILING

RAD-7(2)

LOCATION PROSPECTUS, NORTH BEND AIR FORCE STATION ACCESS ROAD, COOS COUNTY

5337 N. Bend Air Force Station

The following prospectus is submitted regarding an access road to the North Bend Air Force Station in Coos County. The westerly end of the survey is approximately 1.50 miles north of Hauser along the old Oregon Coast Highway. The easterly end of survey is the entrance to the Air Force Station. The overall length of the project is 3.0 miles.

The purpose of the survey is to establish preliminary line on the existing road and to prepare plans and estimates of cost for widening short sections and to revise the horizontal alignment for 0.23 miles. There are no towns involved on this survey.

There are no prior surveys on this section. A field inspection was made and the needs for improvement were outlined by F. D. Morgan, Division Engineer, and W. H. Schwiesow, U.S. B.P.R. Engineer in April, 1956. Routine soils investigation will be made during the survey. There are no known drainage problems requiring special study. There is no need for an economic analysis.

The 1955 ADT is 250; the projected 1975 ADT is 500. The proposed typical section is two 11-foot running lanes with 4-foot shoulders. The tentative base design, based on a letter by C. G. Polk, U.S.B.P.R. District Engineer, and concurred with by Ray Webber is as follows:

Bottom Course Base	12"
Leveling Course	1½"
0-11 Oil Mat	1½"

There will be very little change in horizontal or vertical alignment as the proposed work is primarily to ease some of the sharp curvature.

This will be an unrestricted access facility. There will be no interchanges, railroad or stream crossings.

Material source would be commercial sources in Coos Bay or Reedsport area.

Possibly some agreement will be necessary with the County as this is at present a County road.

There are no State Parks in the vicinity.

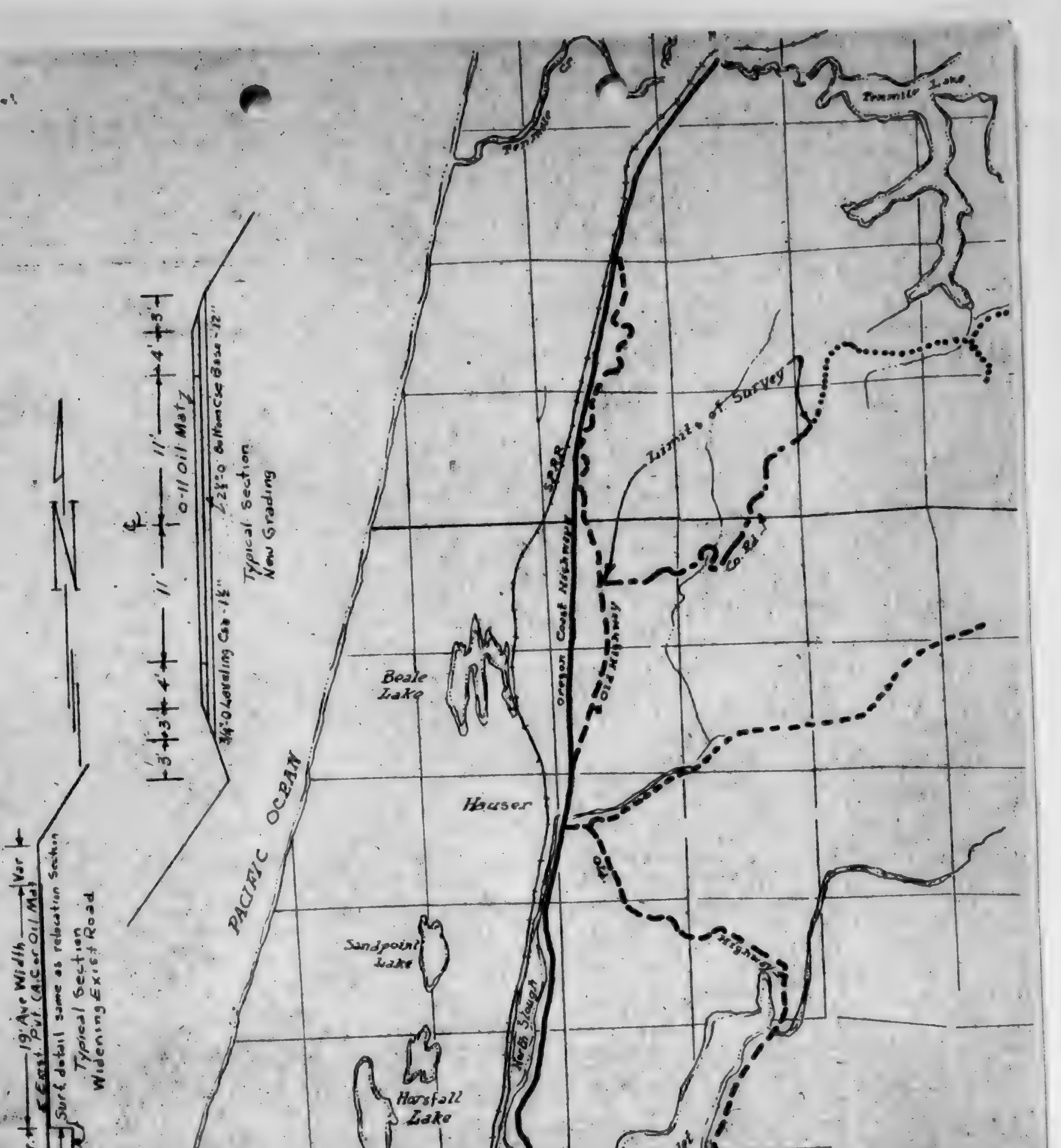
September 10, 1956

Attachment

cc
W. C. Williams
Forrest Cooper
G. S. Paxson ✓
Tom Edwards
D. J. Barbee
Frank Morgan
P. F. Burnett
S. H. Probert
C. G. Polk
F. B. Crandall
J. W. Cattrall
C. H. Armstrong
P. M. Stephenson
Roy C. Edgerton
Jay Blair
Ray Webber (2)
Frank Hall
R. L. Porter

NOTED
G. S. PAXSON

RECEIVED
SEP 18 1956
OFFICE OF
STATE HIGHWAY ENGINEER



Prospectus Map
North Bend Air Force Station
Access Road
Coos County Scale 1" = 1 Mi

Typical Section
New Grading
3'
3
4'
11'
11'
4'
3'
0-11 Oil Mat
3¼"-0 Leveling Cse - 1½"
2½"-0 Bottom Cse Base - 12"
19' Ave Width
Var
Var
Exist. Pvt. (A.C. or Oil Mat)
Surf. detail same as relocation Section
Typical Section
Widening Exist Road
3'
Var
Max. 1½:1
PACIFIC OCEAN
Ten Mile Cr.
Tenmile Lake
S.P.R.R.
Limits of Survey
Oregon Coast Highway
Old Highway
Co. Rd.
Beale Lake
Hauser
Sandpoint Lake
Horsfall Lake
North Slough
Haynes Inlet
Highway
S.P.R.R.
To North Bend 0.5 Miles

R

RECEIVED
JUL 19 1956
FOR FILING

R-AD-7(2)

[illegible]

6602

July 19, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

In reply to your letter of July 9 having reference to the State's making a survey for the access road to the North Bend Air Force Station, advise that we probably can make this survey for you but cannot place a location party on the project until about September 1.

Please advise if you wish us to make the survey on such a basis.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper

WCW:me fn

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

July 19, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reply is made to your July 19 letter advising that the State is willing to make the survey for Project D-AD-7, North Bend Air Force Station, providing that it can be deferred until about September 1.

The postponed date is satisfactory to this office and we desire that you plan accordingly.

Very truly yours,

C G Polk
C. G. POLK
District Engineer

REFERRED TO
Williams
By State Highway Engineer

RECEIVED
JUL 20 1956
OREGON
STATE HIGHWAY COMMISSION

[illegible]

FORM E30—50M—11-55—90224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 11, 1956

SUBJECT: Access Road, North Bend Air Force Station

To:

Mr. W. C. Williams
Deputy State Highway Engineer

Office

NOTED
W. C. WILLIAMS

With reference to your assignment #6602, I wish to advise that we will have an engineering party available by September 1st to make the survey for the subject-named Air Force access road revision.

L. H. Young
L. H. Young
Asst. Construction Engineer

LHY:ep

RECEIVED
JUL 12 1956
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

PLEASE RETURN TO
W. C. WILLIAMS

08-35

July 9, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Access Road, North Bend Air Force
Station, D-AD-7(1)

Dear Sir:

Reference is made to your letter dated April 5, 1956 concerning subject project.

On April 13, 1956, Air Force personnel including the Station Commander and representatives of the Installation Engineer's office in Portland accompanied by Commissioner Kruse and Engineer Robb of Coos County, Assistant Division Engineer Frank Morgan of Roseburg and W. H. Schwiesow of this office, inspected the route and agreed on the work to be performed to adequately serve existing traffic.

In general, the work necessary to provide reasonably safe operation of the facility and reduce present excessive maintenance costs (both roadway and vehicle) includes widening of blind curves; revision of horizontal and vertical alignment on a 1/4 mile section near Mile Point 1; added depth of crushed rock surfacing materials on some sections, completion of the oil mat wearing surface begun by Coos County, and erection of guard rail and sight posts where needed.

An estimate of the cost to construct the improvement follows:

Clearing and Grubbing	$ 1,500.00
Ditching, widening and shaping roadbed	15,000.00
Drainage	2,000.00
2-1/2"-0" crushed rock surfacing 5000 cu. yds. at $4.00	20,000.00
3/4"-0" crushed rock surfacing 1500 cu. yds. at $4.50	6,750.00
Oregon Type O-11 bituminous surfacing	7,500.00
Guard rail and sight posts	5,000.00
Total for construction items	$57,750.00
Construction engineering & contingencies (12-1/2%)	7,250.00
	$65,000.00
Preliminary engineering	2,500.00
Total	$67,500.00

We have been advised that the sum of $2,500.00 has been programed to cover preliminary engineering. Please advise whether the Oregon State Highway Department will undertake the preliminary engineering on this defense access project for the Bureau of Public Roads including the field survey and preparation of plans, specifications and estimate. Authorization to proceed with this phase of the project is granted if you are willing to conduct this work. Engineering should be limited to that which can be accomplished with the funds programed.

Access road funds for the construction of the improvement have not been appropriated as yet to the Department of Defense according to our most recent information. When these funds are made available to Public Roads we would appreciate having your department contract the construction.

Very truly yours,

C. G. Polk

C. G. POLK
District Engineer

CC - Commander, North Bend Air Force Station
North Bend, Oregon

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JUL 10 1956
STATE HI[illegible]ION

RECEIVED
APR 23 1956

FOR FILING
R-AD 2(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 19, 1956

SUBJECT: North Bend Air Force Station
Access Road

To: Forrest Cooper
Construction Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

I attach hereto a copy of Mr. Morgan's report with respect to his meeting with various individuals at the North Bend Air Force Station on April 13.

The letter is self-explanatory.

Tom Edwards
Division Engineer

TE/dls
encl.

RECEIVED
APR 20 1956
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
April 16, 1956

SUBJECT: Assignment
North Bend Air Force Station
Access Road

TO: Mr. Tom Edwards

As instructed (see Letter of April 5 from R. H. Baldock) I met with a group of men on April 13, 1956 at the North Bend Air Force Station. Present were: Major Haynes and Captain Stevens of the U. S. Air Force, Mr. W. Schwiesow of the Bureau of Public Roads, Mr. Crews Coos County Commissioner, Mr. Floyd Robb Coos County Engineer, several individuals representing the civilian staff of the Air Force and myself.

The U. S. Airforce has requested $70,000 of access road funds be spent to improve a three (3) mile stretch of Coos County road. Discussion was held and Mr. W. Schwiesow B. P. R. is to make recommendation regarding said improvement.

Those present were informed that due to the press of State work in the Coos Bay area that it will be some time next fall before State Forces would be available for any survey work on said section if such a request were contemplated.

It seemed probable that Mr. Schwiesow would recommend the expenditure of approximately $55,000 to $60,000 of said money upon widening, short section of relocation and one-half mile of oiling.

Any action taken will depend upon recommendations made by Bureau of Public Roadsfrom further study of this access problem. No action necessary by State at this time.

F. D. Morgan
Ass't Division Engineer

FDM:bt
Enc.

NOTED
FORREST COOPER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

April 2, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your assistance is requested in conducting an investigation of an access road problem at the North Bend Air Force Station.

On September 17, 1952, Mr. B. A. Martin and Mr. Frank Morgan of your department with Federal and County representatives reviewed the access road requirements of the Station. An estimate of the cost of the needed improvement was prepared.

It has now become necessary to make further investigation of the problem. The Commanding Officer has suggested Friday, April 13, 1956, if that date is agreeable to the other agencies concerned, as a date for the conference in his office at North Bend.

Please advise if it will be convenient for your representative to be present on that date.

Very truly yours,

C. G. POLK
District Engineer

By

A. F. Bester
A. F. BESTER
Supervising Hwy. Design Engineer

RECEIVED
APR 3 1956
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 28 1956
FOR FILING

R-AD 7(2)

5337

March 28, 1956

Mr. C. G. Polk
District Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

With reference to proposed access road to Air Force Station M-118 near Burns, advise that we are agreeable to making the location survey, which is estimated to cost $1000 per mile or a total of $6400 for the 6.4-mile length.

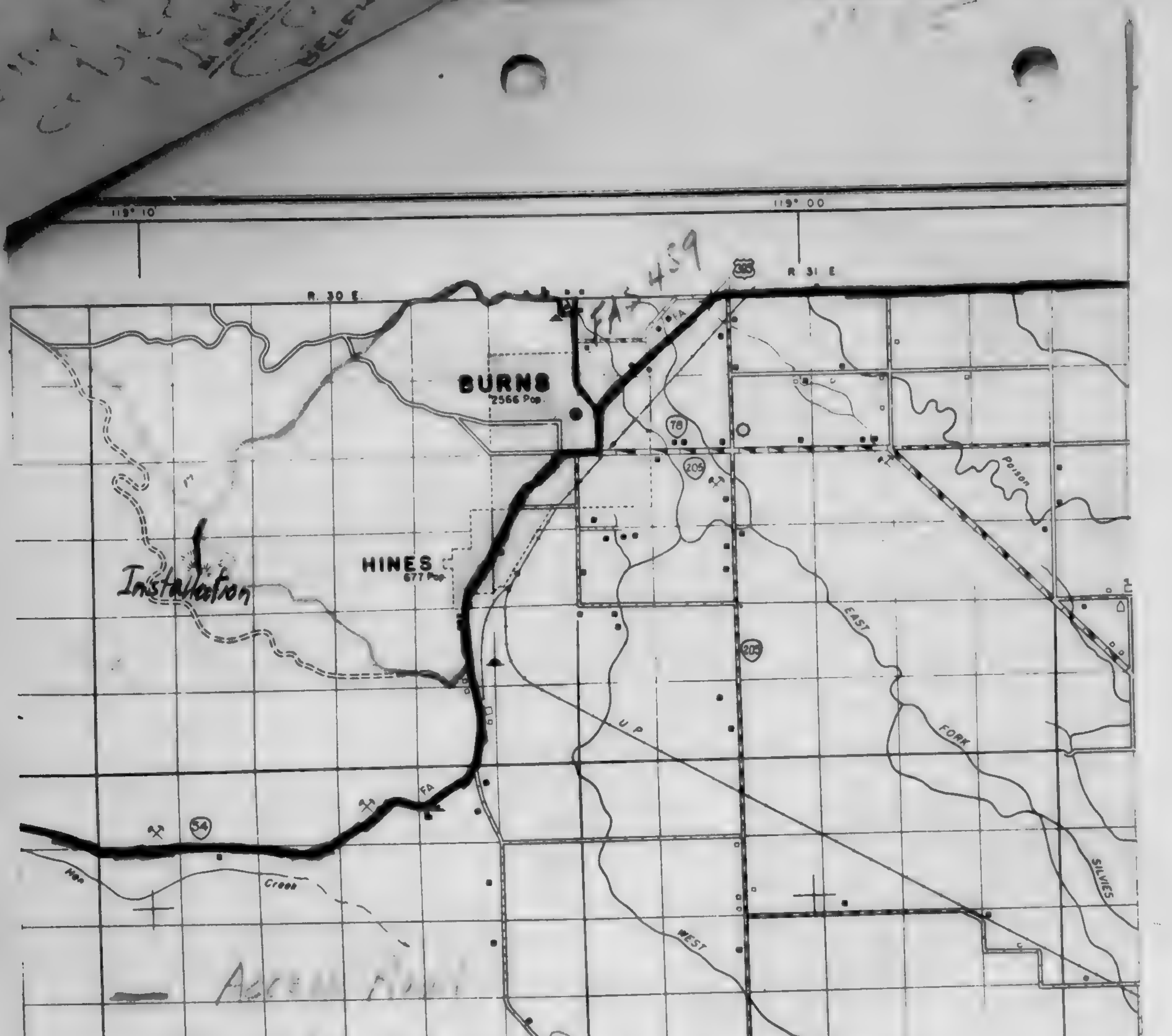
We now have a survey party available at Burns which may not be available later, and, therefore, we will start the survey immediately, as your letter contained the following wording, "Authorization to proceed with this phase of the project is granted if you are willing to conduct this work."

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. W. C. Williams
Mr. Forrest Cooper
Mr. A. F. Parson

WCW:ms fn


119° 10'
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R. 30 E.
R. 31 E.
FAS 459
BURNS
2566 Pop.
HINES
677 Pop.
Installation
78
205
54
FA
U P
EAST FORK
SILVIES
Poison
Creek
WEST FORK
Wrights Point
Dog Mtn
R. 30 E.
R. 29½ E.
R. 31 E.
R. 30 E.
Access Road
Installation Entrance Road
Oregon FAS Road 459
Central Oregon Highway

U.S. Bureau of Public Roads
Oregon District
7-7-55

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

08-35

March 19, 1956

NOTED
W. C. WILLIAMS

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Construction of a defense access road serving the Burns Air Force Station M-118 in the State of Oregon was certified as important to the national defense on November 30, 1955. This project, designated as No. D-AD-6(1), begins at a junction with Oregon Federal-aid Secondary Route No. 459 approximately 1.0 miles north of Burns, and extends westerly and southwesterly along a county road, a distance of approximately 6.4 miles, in Harney County.

Programing of funds for preliminary engineering in the amount of $6,400 was approved by Acting Deputy Commissioner G. M. Williams on March 9, 1956. Please advise whether the Oregon State Highway Department will undertake the preliminary engineering on this defense access project for the Bureau of Public Roads including the field survey and preparation of plans, specifications and estimate. Authorization to proceed with this phase of the project is granted if you are willing to conduct this work. Engineering should be limited to that which can be accomplished with the funds programed.

On June 7, 1955, Mr. E. C. Bickmore, Assistant Division Engineer with your highway department attended a conference concerning the proposed road improvement. Military and county officials as well as a representative from this office participated in the investigation. A minimum type improvement consistent with the limitations of Section 6 of the Defense Highway Act of 1941, as amended, and Section 12 of the Federal-Aid Highway Act of 1950, as amended, was appraised and contemplated in the field review. For your information a copy of our report, prepared by Mr. W. H. Schwiesow, is being furnished outlining the project considerations. The oil mat included in the estimate has been eliminated. This type of surface would be included only if the county wishes to participate financially to develop the improvement to a higher standard to meet long-range highway needs.

Access road funds for the construction of the improvement have not been appropriated as yet to the Department of Defense according to our most recent information. When these funds are made available to Public

Roads, we would appreciate having your department contract the construction.

Very truly yours,

C G Polk

C. G. POLK
District Engineer

Encl.

RECEIVED
MAR 20 1956
OREGON
STATE HIGHWAY COMMISSION

UREAU OF PUBLIC ROADS

Office Memorandum • UNITED STATES GOVERNMENT

TO : C. G. Polk, District Engineer
Salem, Oregon

DATE: OREGON DISTRICT
June 13, 1955

FROM : W. H. Schwiesow, Highway Engineer
Salem, Oregon

SUBJECT: Preliminary Report - Burns Air Force Station Access Road

On June 7, 1955 an investigation of highway facilities serving the Station was made. Air Force officers and the following civilian personnel were in attendance:

D. K. Ford, Civil Engineer, U.S. Air Force
E. G. Bickmore, Asst. Division Engineer, Oregon State Highway Dept.
C. W. Craddock, Harney County Judge
H. W. Fawcett, Harney County Roadmaster
W. H. Schwiesow, Highway Engineer, U.S. Bureau of Public Roads

There is no all-weather public road connecting the city of Burns with the station. A section of the existing county road, over five miles in length, is unsurfaced and becomes impassable under adverse weather conditions. Deficiencies also exist in horizontal and vertical alignments and roadway and right-of-way widths.

The Station can be reached, in emergency by using a private all-weather logging road owned and operated by the Hines Lumber Company which connects with the Oregon State Highway system near Hines, Oregon.

Improvement of the existing very low standard county road from a connection with the Station entrance road, recently constructed by the Corps of Engineers, to a connection with Oregon Federal-aid Secondary Route No. 459 north of Burns is now contemplated. The length of this section is estimated to be 6.4 miles. To connect with Federal-aid Primary Highway No. 31 in Burns, the Central Oregon Highway, an additional distance of 1.2 miles along Federal-aid Secondary Route No. 459 is involved. On this latter section, 0.6 mile within the City of Burns was improved last year by construction of an asphaltic concrete pavement. The remaining 0.6 mile to a connection with the proposed access road project has been recently improved by the County by the construction of a pit-run gravel base course of sufficient depth to provide an adequate foundation for future bituminous surfacing.

Standards to be used in construction of the access road were discussed. It was noted that the Station entrance road had been constructed to provide an 18-foot pavement width with 6-foot shoulders. Base course surfacing as designed and constructed consisted of a bottom course of volcanic cinders 4 inches in depth, with a top course of crushed rock materials 2 inches in depth for a total compacted depth of 6 inches. It was planned eventually to construct a bituminous wearing surface 18 feet wide, 1-1/2 inches thick on the entrance facility.

After some discussion it was the concensus that the AASHO design standards for construction and reconstruction of secondary and feeder roads (August 1945) would be acceptable. These provide in the 100-400 ADT category, a design speed, in rolling topography of 35 miles per hour, sharpest curve 18 degrees, maximum grade 10%, width of surfacing 16 feet, width of roadbed 24 feet, width of right-of-way 40 feet. These are minimums.

Considering terrain, kinds and amount of prospective traffic, soil and climatic conditions, a cost estimate has been prepared using the following minimums:

Graded width - 30 feet
Shoulder to shoulder width - 24 feet
Width of bituminous surface - 18 feet
Depth of crushed rock base course surfacing - 10 inches
Thickness of oil mat (Oregon type O-11 with binder course) - 1-1/2 inches
Maximum grade - 7%
Design speed - 35 miles per hour

Costs per mile, based on the State's experience in similar work last year are as follows:

COSTS PER MILE

Clearing (sage brush)	$ 325.00
Grading (30' graded width - 6' average cut and fill)	11,500.00
Draining	2,000.00
Surfacing (10" compacted, depth-24' top width)	10,500.00
Oil mat (Oregon Type O-11 with binder course - 1-1/2" thick)	5,500.00
Total per mile	$29,325.00

These figures include an allowance of 12-1/2 per cent for engineering and contingencies. No right-of-way cost is included as the County Judge was of the opinion that the County would provide right-of-way at no expense to the Government.

Applying the estimated cost per mile to the 6.4 mile access road section described above would indicate a total project cost to the Government of $196,880.00.

To provide a leveling course and oil mat wearing surface on the 0.6 mile section of Federal-aid secondary highway involved would require an additional sum of approximately $4,000.00 of which approximately $2,400.00 would represent Federal investment.

It is estimated that surveys and the preparation of plans would require the expenditure of approximately $1,000.00 per mile or a total for the access road of $6,400.00.

The total estimate for the 6.4 mile access road would therefore be as follows:

Preliminary engineering	$ 6,[illegible]
Right-of-way (County furnished)	0.00
Construction costs including engineering & contingencies	[illegible]
Total	$307,280.00

Expenditure of this amount would provide a facility that would adequately serve the traffic now expected to be generated by the Station. Maintenance costs should be reasonable, snow removal costs minimized by a somewhat elevated grade line and with maximum grade limited to 7%, driving hazards due to icy roadway conditions reduced to practicable minimums.

However, County representatives were quite certain that at least some logging trucks would use the road after construction was completed. A few trucks have used the route, very intermittently, during dry weather periods in the past. It is reported that the Forest Service and Bureau of Land Management will advertise timber for sale in the area north of the westerly terminus of the proposed project, the natural southern outlet for which will be via subject project. Should these developments occur soon, the new road would be subjected to loads for which no design provision had been made. It would therefore appear that the County might be under a certain obligation to provide funds for the necessary reinforcement of the base if log haul traffic is to be accommodated. No firm figures as to the number of loaded log trucks which might use the new facility are as yet available. It is not unreasonable to assume however that no less than 10 loaded trips daily will be involved. Some small volume of farm-to-market traffic would also be served.

The County Judge informally advised that in his opinion the County would furnish necessary right-of-way for the construction of the project and would agree to permanently maintain it in a satisfactory manner.

It should be reemphasized that no all-weather public road now exists connecting the Station with any part of the State Highway system. It would appear then that the most expeditious handling of all matters concerned with the proposed project is in order. It should be completed, through surfacing at least, before the onset of the coming winter. In this connection, if acquisition of right-of-way should prove difficult through the Indian Village north of Burns, it might be well to accept the two right angled turns in the Village rather than unduly delay project completion.

Six copies of a map prepared by the Bureau of Land Management and furnished this office by an Air Force representative are attached. The County maps available here are not as satisfactory for proper project delineation.

DF-73(13) Middleton-Yamhill Co. Line 1958
Sec., Pacific Hwy. W., (Grad.
#5338 & Paving)

C&A
7604

DF-73(13) Middleton-Yamhill Co. Line 1958
Sec., Pacific Hwy. W., (Grad.
#5338 & Paving)

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JUL 10 1961
FOR FILING

f-73(13)

5338

Salem, Oregon
July 10, 1961

Mr. Leonard I. Lindas

Herewith notice from the St. Paul Fire and Marine Insurance Company concerning the suit instigated against Mr. Williams and me on the West Side Pacific Highway damage case, our insurance policy No. 504 JB 2723.

Will you please answer this letter from the insurance company.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

RECEIVED
MAY 13 1961
FOR FILING

NF-73(13)

5334

May 12, 1961

Mr. David Sandeberg
Attorney at Law
Public Service Building
Portland 4, Oregon

Dear Sir:

In compliance with your request of May 11, we are enclosing the following documents which you desire in connection with State Highway Contract No. 5338 with Fred H. Slate Co. & E. C. Hall Co.:

1. Certified copy of the contract and bond.
2. Certified copies of the agreements between the prime contractor and subcontractors, J. C. Compton Co.; Duane Amens Contractor; and R & W Construction Co.

3. Standard specifications for road and bridge construction.

There is no charge for this service.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

CWH:fp

NOTED ON CARD

DAVID SANDEBERG
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND 4, OREGON

May 11, 1961

Mr. Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

Dear Mr. Query:

I represent J. C. Compton Company, a partnership, which is defendant in a personal injury case and a wrongful death case, which allegedly occurred in connection with your Contract No. 5338 with Fred H. Slate Company and E. C. Hall Company. The other defendants in these cases are, in addition to the Slate-Hall people, W. C. Williams, G. H. Paxson, John Doe and Donald McKinney.

The contractor-defendants are charged with certain acts of negligence in connection with contractual provisions as to signs, barricades, etc. In order to acquaint myself fully with the provisions of the principal contract and any sub-contracts that might exist involving Slate-Hall or Compton, I request that you send me a certified copy of the principal contract ✓ and a certified copy of the sub-contract with J. C. Compton ✓ Company. I also request information as to whether there are any other sub-contracts involved than those of which I have ordered certified copies.

Sec.
Constr.
Constr.

I also request that you send me a copy of any documents referred to in the contracts, such as "Standard Specifications ✓ for Highway Construction" and "Standard Specifications for ✓ Bridge Construction".

Sec.

In order to comply with your requirements, I attach my own affidavit to this letter. Please advise me of any charges and I will remit promptly.

Very truly yours,

David Sandeberg

David Sandeberg

DS:mc

RECEIVED
MAY 12 1961
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
)ss
County of Multnomah)

I, DAVID SANDEBERG, being first duly sworn on oath, depose and say:

That the contents of the foregoing letter are true and correct and fully disclose my interest in the matters referred to.

Subscribed and sworn to before me this 11th day of May, 1961.

Marguerite O. Ambrose
Notary Public for Oregon
My Commission expires: 9/30/63

THIS AGREEMENT, made and entered into this 14th day of November, 1958 by and between FRED H. SLATE CO. & E. C. HALL CO. 7805 SW 40th Portland, Oregon, party of the first part, and DUANE AMENS CONTRACTOR, P.O. Box 271, McMinnville, Ore. party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part did, under date of October 20, 1958, enter into a contract with the State of Oregon Through its State Highway Commission for the construction of the following described work, to-wit:

Grading and Paving the Middleton-Yamhill County Line Section of Pacific Highway West in Washington and Yamhill Counties

which said contract is known and designated as State Highway Contract No. 5338, and which said contract, in so far as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely recited herein; and

WHEREAS, under the laws, rulings and regulations governing State Highway construction projects it is necessary that all subcontracts carry the same stipulations, limitations and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway Contract No. 5338 for which the said first party is principal contractor.

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed:

That the Party of the Second Part, in consideration of the sums to be paid by the Party of the First Part, hereby agree to perform and complete the work herein described and provided for and to furnish all necessary machinery, tools, apparatus, equipment, materials and labor and to do all things in accordance with the plans and specifications and contract provisions in said Contract No. 5338 above referred to, which work is more particularly described as follows:

Item 22	Class "A" Concrete	$70.00 per cu. yd.	65.00	3250
23	Metal Reinforcement	0.13 per lb.	.15	1065
24	Concrete Manholes	250.00 each	[illegible]	600
25	Concrete Inlets, Type "D"	100.00 each		400
26	Adjustment of Catch Basins	40.00 ~~75.00 each~~	75.00	75
27	Reconstruction of Manholes	75.00 ~~40.00 each~~	200	200
				5590.00

First Parties shall perform all excavation which can practicably be done by use of shovel and/or dragline. Second parties shall perform all necessary fine grading.

Quantities of above items are approximate only and may vary. It is further agreed and stipulated that payments for above work shall be made consistent with Estimates and Retainages of Resident Engineer. Final quantity also to be on basis of Engineer Figures. Cement adjustment, if any, shall be borne by or credited to Party of Second Part.

Party of the Second Part shall bear their proportionate share of Construction and Performance bond.

Party of the Second Part shall carry all payrolls for above work and make all reports and payments as shall be required.

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the plans and specifications therefor, and that each and every requirement of the said Contract No. 5338 governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 14th day of November, 1938.

FRED H. SLATE CO. & E. C. HALL CO.
By Elton D. Slate
Its Partner
Party of the First Part

DUANE AMEDS CONTRACTOR
By
Its
Party of the Second Part

A E Johnson

THIS AGREEMENT, made and entered into this **20th** day of **October**, 19**58** by and between **FRED H. SLATE CO. & E. C. HALL CO., 7805 S. W. 40th Avenue, Portland 19, Oregon** party of the first part, and **J. C. COMPTON CO., McMinnville, Oregon**, party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part did, under date of **October 20, 1958**, enter into a contract with the State of Oregon Through its State Highway Commission for the construction of the following described work, to-wit: **Middleton-Yamhill County Line Section of the Pacific Highway West in Washington Coujnty**

which said contract is known and designated as State Highway Contract No. **5338**, and which said contract, in so far as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely written herein; and

WHEREAS, under the laws, rulings and regulations governing State Highway construction projects it is necessary that all subcontracts carry the same stipulations, limitations and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway Contract No. **5338** of which the said first party is principal contractor.

NOW, THEREFORE, the premises being in general as above stated, it is hereby contracted and agreed: That the Party of the Second Part, in consideration of the sums to be paid by the Party of the First Part, hereby agree to perform and complete the work hereindescribed and provided for and to furnish all necessary machinery, tools, apparatus, equipment, materials and labor and to do all things in accordance with the plans and specifications and contract provisions in said Contract No. [illegible] above referred to, which work is more particularly described as follows:

Item No.	Item	Quantity	Unit Price	Total
33	Preparation of Base	3.45 Miles	$150.00	$517.50
34	3/4" - 0 Material in Binder Course	800 Tons	2.85	2,280.00
35	Furnishing & Placing Aggregates	1,740 Tons	2.50	4,350.00
36	RC-3 Asphalt	95 Tons	40.50	3,847.50
37	120-150 Asphalt	120 Tons	40.00	4,800.00
38	RS-1 Asphalt	36 Tons	45.00	1,620.00
39	Asphaltic Concrete Mixture	14,200 Tons	3.70	52,540.00
40	85-100 Asphalt in Mixture	850 Tons	30.00	25,500.00
41	Extra for Asphaltic Concrete Approaches	36 Only	30.00	1,080.00
42	Asphaltic Concrete Traffic Markers	1,300 L.F.	1.00	1,300.00
				$97,835.00

Party of the Second Part shall bear its proportionate share of Construction and Performance bond.

Party of the Second Part shall carry all payrolls for above work and make all reports and payments as shall be required.

It is further expressly stipulated and agreed that the party of the [illegible] conduct and prosecute the work hereinabove described in a [illegible] Engineer, and in strict accordance with the plans and specifications therefor, and that each and every requirement of the said Contract No. 3338 governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 20th day of October, 19[illegible].

FRED H. SLATE CO. & H. C. HALL CO.

By Elton D. Slate

Its Partner

Party of the First Part

J. C. COMPTON CO.

By J C Compton

Its Partner

Party of the Second Part

THIS AGREEMENT made and entered into this [illegible]th day of October, 19 53 by and between FRED H. SLATE CO. & R. C. HALL CO. 7805 S. W. 40th Avenue, Portland 19, Oregon, party of the first part, and R & W CONSTRUCTION CO. 1330 N. E. 132nd, Portland, Oregon. party of the second part: WITNESSETH:

THAT, WHEREAS, the said party of the first part did, under date of October 20, 1953, enter into a contract with the State of Oregon Through its State Highway Commission for the construction of the following described work, to-wit: Middleton-Yamhill County Line Section of the Pacific Highway West in Washington County

which said contract is known and designated as State Highway Contract No. [illegible], and which said contract, in so far as it pertains to the work described herein, is hereby expressly made a part of this Agreement as though fully and completely recited herein; and

WHEREAS, under the laws, rulings and regulations governing State Highway construction projects it is necessary that all subcontracts carry the same stipulations, limitations and provisions governing wages, hours of employment, methods of prosecuting work, and all other requirements, limitations and things pertinent thereto as in the principal contract set forth; and

WHEREAS, the said first party now deems it advisable to subcontract a portion of the work included in the said State Highway Contract No. [illegible] for which the said first party is principal contractor.

NOW, THEREFORE, the premises being in general as above stated, it is

hereby contracted and agreed: That the Party of the Second Part, in consideration of the sums to be paid by the Party of the First Part, hereby agree to perform and complete the work hereindescribed and provided for and to furnish all necessary machinery, tools, apparatus, equipment, materials and labor and to do all things in accordance with the plans and specifications and contract provisions in said Contract No. [illegible]____________ above referred to, which work is more particularly described as follows:

Item No.	Item	Quantity	Unit Price	Amount
28	Metal Guard Rail	4,700 L.F.	2.75 $2.45	12,925 $11,515.00
29	Metal Sight Posts, Single Reflector	130 each	3.50 4.50	455.00 585.00
				$12,100.00 13,380

Quantities of above items are approximate only and may vary. It is further agreed and stipulated that payments for above work shall be made consistent with Estimates and Retainages of Resident Engineer. Final quantity also to be on basis of Engineer Figures.

Party of the Second Part shall bear their proportionate share of Construction and Performance bond.

Party of the Second Part shall carry all payrolls for above work and make all reports and payments as shall be required.

It is further expressly stipulated and agreed that the party of the second part will conduct and prosecute the work hereinabove described in a manner satisfactory to the Engineer, and in strict accordance with the plans and specifications therefor, and that each and every requirement of the said Contract No. [illegible] governing hours of employment, wage rates, methods of prosecuting the work, and each and every other requirement, stipulation or thing therein set forth and pertinent to the work herein described shall govern the prosecution of the work under this subcontract as though herein fully set forth.

IN WITNESS WHEREOF we have hereunto set our hands and seals this 20th day of October, 1950.

FRED H. SLATE CO. & R. C. [illegible] CO.

By ____________________

Its Partner

Party of the First Part

R & W CONSTRUCTION COMPANY

By Frank E. [illegible]

Its Owner

Party of the Second Part

RECEIVED
FORM K-120
JUN 22 1961
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

AGENDA
MAY 26 1961
3 h-1

May 2, 1961

Oregon State Highway Commission

Re: Lois Laushway
vs
Fred H. Slate, et al

3 h-1

Gentlemen:

W. C. Williams, G. H. Paxson and the resident engineer on the job at the time who is named as John Doe in the complaint, have had an action filed against them alleging damages in the amount of $75,000.00, plus unknown additional special damages. In addition to Mr. Williams, Paxson and John Doe, the contractor on the job and another driver on the highway are also mentioned as defendants.

The basis of the action arises from an accident which occurred on October 18, 1959, on the Middleton-Yamhill County Line.

The complaint alleges that W. C. Williams, G. H. Paxson and John Doe, resident engineer were negligent:

1. In failing to properly supervise the progress of the work.

2. In failing to timely cause the newly completed surface of the highway to be marked into lanes.

3. In failing to properly inspect the progress of the work and cause all of the other defendants, with the exception of Donald McKinney to properly install barricades, lights, warnings, direction signs, advising vehicular traffic that the section of the highway was not marked into lanes.

4. In failing to advise all of the other defendants with the exception of Donald McKinney, to erect a sign, or other warning device advising approaching vehicular traffic on the newly completed section of the highway to "keep to the right".

CCR

This matter has been brought to the attention of a staff attorney for proper disposition and notification to the proper insurance company.

Yours very truly,

L. I. LINDAS
Chief Counsel

LVN:ep
cc: W. C. Williams
Forrest Cooper
Floyd Query
C. H. Maison
Robert Y. Thornton
P. M. Stephenson
John Phillips
I. A. DeFrance

NOTED
FLOYD QUERY

RECEIVED
MAY 31 1961
FOR FILING

COMMISSIONERS
[illegible], CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

IF-73(13)
5337

3 I/H
(2)

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

May 2, 1961

Oregon State Highway Commission

Re: John E. Richard
vs
Fred H. Slate, et al

Gentlemen:

W. C. Williams, G. H. Paxson and the resident engineer on the job at the time who is named as John Doe in the complaint, have had an action filed against them alleging damages in the amount of $20,000.00. In addition to Mr. Williams, Paxson and John Doe, the contractor on the job and another driver on the highway are also mentioned as defendants.

The basis of the action arises from an accident which occurred on October 18, 1959, on the Middleton-Yamhill County Line.

The complaint alleges that W. C. Williams, G. H. Paxson and John Doe, resident engineer were negligent:

1. In failing to properly supervise the progress of the work.
2. In failing to timely cause the newly completed surface of the highway to be marked into lanes.
3. In failing to properly inspect the progress of the work and cause all of the other defendants, with the exception of Donald McKinney, to properly install barricades, lights, warnings, direction signs, advising vehicular traffic that the section of the highway was not marked into lanes.
4. In failing to advise all of the other defendants with the exception of Donald McKinney, to erect a sign, or other warning device advising approaching vehicular traffic on the newly completed section of the highway to "keep to the right".

This matter has been brought to the attention of a staff attorney for proper disposition and notification to the proper insurance company.

Yours very truly,

L. I. LINDAS
Chief Counsel

LVN:ep
cc: W. C. William
Forrest Cooper
Floyd Query
C. H. Maison
Robert Y. Thornton
P. M. Stephenson
John Phillips
I. A. DeFrance

RECEIVED
MAY 3 1961
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 8 1961

FOR FILING

NF—73(13)

5338

April 26, 1961

Mr. W. C. Williams
State Highway Engineer of Oregon
~~c/o Hotel Flamingo~~
~~Las Vegas, Nevada~~

Dear Dutch:

Summonses in an accident case on the Slate and Hall contract, Middleton to Yamhill County line, were made on me today. Copy of the Summonses, also for you, were dumped on my desk. I am attaching them hereto. I have taken this up with Rohde, who is making copies of my Summonses to send to the Insurance Company.

Sincerely,

GSP:me

Enclosure

RECEIVED
[illegible] 1960
FOR FILING
DF 7[illegible]
5338

JAMES K. GARDNER
ATTORNEY
COMMERCIAL BUILDING
HILLSBORO, OREGON
TELEPHONE MIDWAY 8-4128

RECEIVED
MAY 23 1960
LEGAL DEPT.

May 19, 1960

REFERRED
TO McKinney
FOR would you please handle
G. E. ROHDE

Mr. Leonard Lindas
Chief Counsel
State Highway Commission
Salem, Oregon

Dear Leonard:

A couple of weeks ago I telephoned you about obtaining a copy of the State Highway Commission's contract with the contractor who made the improvement of Highway 99 W, at Rex Hill near the county line of Washington County and Yamhill County.

I represent a Mrs. Anne McKinney who was severely injured in an automobile accident on October 19, 1959. One of the causes of the accident was the failure of the contractor to properly warn of the road repair and particularly what part of the highway was to be used. As a consequence my client collided headon with another car on the highway because neither knew which lane they should be in.

I need a copy of the contract to determine whether or not it required the contractor to take any certain percautions to prevent accidents, and as I understand the law, my client's right to sue the contractor may depend upon the highway construction contract.

With best personal regards, I remain

Very truly yours,

Jim

James K. Gardner

JKG:bp

Note - 5/26/60 - Called Gardner and told him not our policy to mail out contracts, but they are open to his inspection if he wants to come and look at them. He agreed to make an appointment with the secretary and come to Salem and read the contract here.

RECEIVED
1960
FOR FILING
LF-73(13)
[illegible]

5-10-60 1

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **Middleton Rd.-Yamhill Co. Line** Highway **Pacific West**

County **Wash.** MP______ to MP________ Contractor **F. H. Slate & E. C. Hall**

Resident Engineer **J. H. Burton** Inspector______________

Date Completed **October, 1959** Date Reported **May 10, 1960**

Type and Thickness of Wearing Surface **3½" B** A. C.____Oil Mat__________Seal.

N, [✓ S], E, W from MP or Sta. **Middleton Rd.** **Outside Lane**							N, [✓ S], E, W from MP or Sta. **Middleton Rd.** **Inside Lane**						
Mile	Wheel Count	Roughness		Test Run On			Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal			Total	Per Mile	Top	Base	Seal
1	750	**91**	**91**	**X**			1	750	**82**	**82**	**X**		
2	1500	**186**	**95**	**X**			2	1500	**166**	**84**	**X**		
3	2250	**282**	**96**	**X**			3	2250	**249**	**83**	**X**		
4	3000						4	3000					
5	3750						5	3750					
6	4500						6	4500					

Average Roughness Per Mile **94"** Average Roughness Per Mile **83"**

Remarks: ______________________________

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

RECEIVED
OFFICE OF
ENGINEER

DF-73(13) RECEIVED 1960 FOR FILING

W.C Williams A

NOTED State Highway Engineer

Office of State Highway Engineer

May 5, 1960

FINAL COST ANALYSIS
Grading and Paving

Middleton-Yamhill County Line
Contract No. 5338

Contractors: Fred H. Slate and E.C. Hall Co.
Resident Engineer: John Burton

Pacific Highway West
Prefix 34-1013
Project DF-73(13)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Clearing and Grubbing	100%	All	20,000.00		16,222.38	20,000.00
*Removal of Pavement	3,300	Sq.Yd.	0.75	0.61	2,008.93	2,475.00
*Removal of Catch Basin	1	Each	15.00	10.88	10.88	15.00
*Drainage Excavation	2,186.9	Cu.Yd.	3.50	2.65	5,788.93	7,654.15
*General Excavation	201,830.6	Cu.Yd.	0.35	0.34	69,450.34	70,640.71
*Short Overhaul	803,217	Yd.Sta.	0.01	0.009	7,625.44	8,032.17
*Long Overhaul	21,780	C-Yd.Sta.	0.40	0.38	8,295.62	8,712.00
*Finish R.B. and Slopes	3.45	Mile	750.00	595.90	2,055.87	2,587.50
*Rounding Cutbanks	9,755	Lin.Ft.	0.20	0.17	1,633.64	1,951.00
*24" Perf.C.M.P., Unctd.	130	Lin.Ft.	6.75	6.24	811.47	877.50
*24" Perf.C.M.P., Unctd.12 ga.	104	Lin.Ft.	8.75	7.87	818.31	910.00
*12" Conc.Culv.Pipe	919	Lin.Ft.	2.25	1.69	1,549.53	2,067.75
*18" Conc.Culv.Pipe	1,772	Lin.Ft.	3.50	3.17	5,624.62	6,202.00
*24" Conc.Culv.Pipe	300	Lin.Ft.	5.10	4.40	1,321.43	1,530.00
*30" Conc.Culv.Pipe	108	Lin.Ft.	6.50	5.60	605.24	702.00
*36" Conc.Culv.Pipe	88	Lin.Ft.	8.50	6.97	613.13	748.00
*48" Conc.Culv.Pipe	113	Lin.Ft.	12.50	10.85	1,226.43	1,412.50
* 8" Perf.Mtl.Dr.Pipe, Unctd.	2,602	Lin.Ft.	2.50	1.92	5,000.21	6,505.00
*Special Backfill in Drains	541.59	Cu.Yd.	5.00	4.86	2,633.78	2,707.95
*Class "A" Concrete	43.54	Cu.Yd.	65.00	70.00	3,047.80	2,830.10
*Metal Reinforcements	6,170	Lbs.	0.15	0.13	802.10	925.50
*Concrete Manholes	1	Each	300.00	250.00	250.00	300.00
*Conc.Inlets, Type D	2	Each	100.00	100.00	200.00	200.00

FINAL COST ANALYSIS - Con t No. 5338
Middleton-Yamhill County Line

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Reconstruct Manholes	1	Each	200.00	75.00	75.00	200.00
*Metal Guard Rail	4,881	Lin. Ft.	2.75	2.45	11,958.45	13,422.75
*Metal Sight Posts, Single Reflec.	130	Each	3.50	4.50	585.00	455.00
**Coarse Cr. Mat'l in Base	111,798.3	Ton	1.48	1.36	151,601.91	165,461.48
**3/4"-0 Cr. Mat'l in Base	18,954.7	Ton	1.60	1.49	28,310.66	30,327.52
&*Sprinkling	2,559	M-Gal.	2.50	2.21	5,647.84	6,397.50
***Preparation of Base	3.45	Mile	150.00	121.41	418.87	517.50
&*3/4"-0 Mat'l in Binder Crse.	915.4	Ton	2.85	2.66	2,439.49	2,608.89
&*Furn. & Place Aggregate	2,323.5	Ton	2.50	2.49	5,778.43	5,808.75
***RC-3 Asphalt	106.31	Ton	40.50	36.96	3,929.35	4,305.56
**RS-1 Asphalt	39.09	Ton	45.00	37.49	1,465.49	1,759.05
&*Asph. Conc. Mixture	14,292.83	Ton	3.70	3.62	51,779.35	52,883.47
***85-100 Asph. in Mixture	872.36	Ton	30.00	27.66	24,129.27	26,170.80
***Ex. for Asph. Conc. Approaches	53	Each	30.00	19.95	1,057.17	1,590.00
***Asph. Conc. Traffic Markers	2,405.6	Lin. Ft.	1.00	0.79	1,904.36	2,405.60
*PA#1 Terra Cotta Dr. Tile 6"	74	Lin. Ft.	1.20	0.77	57.12	88.80
***PA#2 200-300 Asphalt	128.31	Ton	40.00	32.53	4,174.35	5,132.40
*PA#3 Clearing and Grubbing	100%	All	190.00		141.05	190.00
*&**&***Force Account					3,252.81	3,567.87
					$436,302.05	$473,278.77

	Gross Revenue	Total Cost	Profit	% Profit
Fred Slate & E. C. Hall Co.	168,842.38	162,123.25	6,719.13	4%
C. C. Meisel	219,684.00	194,906.01	24,777.99	11.3%
J. C. Compton	84,752.39	79,272.79	5,479.60	6.5%
	$ 473,278.77	$ 436,302.05	$ 36,976.72	7.8%

Net Profit equals 7.8% of Gross Revenue

DETAIL OF COST - Contract No. 5338

Fred H. Slate Co. and E.C. Hall Co.

Labor:					
Labor				$ 55,893.69	
Labor Insurance				4,437.96	
Health and Welfare				1,624.24	$ 61,955.89
Materials:					
24" Perf.C.M.P.	130 Lin.Ft.	@	$4.25	552.50	
24" Perf.C.M.P., 12 ga.	104 Lin.Ft.	@	$5.86	609.44	
24" Corr.Metal Bands	4 Each	@	$4.14	16.56	
24" Corr.Metal Bands	5 Each	@	$5.75	28.75	
12" Conc.Culv.Pipe	919 Lin.Ft.	@	$0.90	827.10	
18" Conc.Culv.Pipe	1,772 Lin.Ft.	@	$1.80	3,189.60	
24" Conc.Culv.Pipe	300 Lin.Ft.	@	$2.75	825.00	
30" Conc.Culv.Pipe	108 Lin.Ft.	@	$3.80	410.40	
36" Conc.Culv.Pipe	88 Lin.Ft.	@	$4.85	426.80	
48" Conc.Culv.Pipe	113 Lin.Ft.	@	$8.50	960.50	
8" Perf.Metal Dr.Pipe	2,602 Lin.Ft.	@	$1.08	2,810.16	
8" Metal Bands	120 Each	@	$1.30	156.00	
6" Terra Cotta Dr.Tile	74 Lin.Ft.	@	$0.53	39.22	10,852.03
Equipment Rental & Miscellaneous Supplies:					
Equipment Rental, Owned				49,059.40	
Equipment Rental, Hired				2,419.25	
Gas, Oil and Grease				7,235.13	
Bond				863.28	
P.U.C.				26.72	
P.L. and P.D. Insurance				1,018.54	
Small Tools and Misc. Supplies				1,275.63	
Freight and Cartage				3,421.96	
Amt. Paid Duane Amens for concrete work				4,294.66	
Amt.Paid R. & W. Construct Co. for Guard Rail & Sight Posts				12,474.46	
Explosives				929.38	
Home Office and Geneeral Overhead				5,078.34	
Special Backfill Rock				1,218.58	89,315.33
				TOTAL COST	$ 162,123.25

DETAIL OF COST - Contract No. 5338

C.C. Meisel

Labor:				
Labor			$ 78,326.06	
Labor Insurance			6,657.72	
Health and Welfare			206.26	$ 85,190.04
Materials:				
RC-3 Asphalt	106.31 Ton @	$25.80	2,742.80	
Freight on Asphalt	106.31 Ton @	$1.80	191.36	2,934.16
Equipment Rental & Miscellaneous Supplies:				
Equipment Rental, Owned			58,491.97	
Equipment Rental, Hired Fully Operated			23,028.35	
Gas, Oil and Grease			8,053.18	
Bond			1,275.84	
P.U.C.			162.31	
P.L. and P.D. Insurance			729.08	
Explosives			5,372.78	
Small Tools and Misc. Supplies			1,254.90	
Freight and Cartage			1,782.60	
Home Office and General Overhead			6,630.80	106,781.81
		TOTAL COST		$ 194,906.01

DETAIL OF COST - Contract No. 5338

J.C. Compton Co.

Labor:			
Labor		$ 25,161.60	
Labor Insurance		2,012.93	
Health and Welfare		904.85	
Travel Pay		905.76	$ 28,985.14
Material:			
200-300 Asphalt	128.31 Ton @ $24.00	3,079.44	
85-100 Asphalt	872.36 Ton @ $24.00	20,936.64	
RS-1 Asphalt	39.09 Ton @ $25.80	1,008.52	
Freight on Asphalt	1,039.76 Ton @m $1.80	1,871.57	26,896.17
Equipment Rental & Miscellaneous Supplies:			
Equipment Rental, Owned		9,664.98	
Equipment Rental, Hired		2,747.37	
Gas, Oil and Grease		3,174.94	
Heating Oil		2,681.24	
Bond		410.19	
P.U.C.		534.93	
P.L. & P.D. Insurance		377.02	
Small Tools and Misc. Supplies		733.42	
Freight and Cartage		281.69	
Home Office and General Overhead		2,785.70	23,391.48
	TOTAL COST		$ 79,272.79

Remarks - Contract No. 5338

This was a "Federal Aid Primary Project" calling for the grading and paving of 3.45 miles of highway roadbed on the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington and Yamhill Counties.

The contract was bid August 26, 1958 and awarded October 20, 1958. Work started September 11, 1958 and the project was completed November 27, 1959.

The contractor moved in one D-8 cat and clearing dozer, two power saws and a crew of five men on September 11, 1958 and started the clearing. This item required approximately seven weeks. The clearing consisted of trees and dense brush.

The excavation was started April 13, 1959, using two D-W 21 scraper units, one D-8 push cat, one D-8 cat and dozer and on the fill one cat #12 blade. Excavating continued with this equipment for approximately two weeks, then more grading equipment was moved in, including one D-9 cat with ripper attachment and one 3/4-cubic yard dragline shovel. The excavation consisted of common material with the exception of a short section between Station 593 and 600. The material at Station 600 was ripped with a D-9 cat and ripper and the balance was drilled and blasted then moved with a 2-1/2-cubic yard shovel and hauled with two trucks.

The subcontractor, C. C. Meisel, crushed the rock from his privately owned quarry located at Rex Hill near the south end of the project and hauled with hired trucks and trains. He averaged approximately 2,000 tons per day. The material was processed with the contractor's equipment. The Class "B" asphaltic aggregate was stockpiled at the crushing plant.

The guard rail and sight posts were installed by R & W Construction Co., and good progress was made on these items.

The concrete work was done by Duane Amens which consisted of items #22 through #27. Good progress was made on these items.

The Class "B" asphaltic concrete was subcontracted by J. C. Compton Co., paving contractors. Paving started October 5th and was completed November 16, 1959. The shoulder oiling was performed by the paving contractor at bid prices.

The contractor had good bid prices, good equipment and good supervision, realizing a good profit.

M. N. Juve
Chief Cost Analyst

By

George Kayser

RECEIVED
APR 28 1960
FOR FILING

DF-73(13)

5338

April 25, 1960

Mr. Jack C. Nulsen, Jr.
Attorney at Law
815 East First Street
Newberg, Oregon

Dear Mr. Nulsen:

This is to acknowledge receipt of your communication, dated April 21, requesting the name of the general contractor that had the contract for widening and paving US 99W, near Mile Post 21, in the Fall of 1959.

In examining our records it appears that this was Fred H. Slate Co. and E. C. Hall Co., Contract No. 5338, grading-paving the Middleton-Yamhill County Line Section on the Pacific Highway West in Washington and Yamhill Counties. This project was completed November 27, 1959 and was accepted by the Highway Commission December 16, 1959. As requested, we are attaching a copy of the contract and bond covering this project.

Your draft, No. 209, is being returned to you as there is no charge involved in connection with this request.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

Att-2
CWH:rj

Phone Jefferson 8-5225

Jack C. Nulsen, Jr.
Attorney at Law
815 E. First Street
Newberg, Oregon

April 21, 1960

Oregon State Highway Department
Salem, Oregon

Gentlemen:

It would be appreciated if you will forward to this office the name of the general contractor and/or sub-contractors that had the contract for widening and paving of U.S.Highway 99W near Mile Port 21, near Newberg, Oregon, in the Fall of 1959. Highway 99W was widened and re-surfaced in Fall of 1959.

It would also be appreciated, if permissible, that a copy ✓ of the contract for such widening and re-surfacing be forwarded to this office.

Enclosed is my draft in blank made out to the Oregon State Highway Department for any fee involved for such copy of said contract.

The reason such information is requested is that this office represents the surviving spouse of a party who was involved in the fatal accident on Highway 99W near Mile Post 21 on October 18, 1959.

Very truly yours,

Jack C. Nulsen, Jr.

JCN-jh

Encl.

Cec,
please reply

TE

1358

RECEIVED
APR 22 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1960
FOR FILING

[illegible]

5338

February 19, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5338 for grading-paving the Middleton-Yamhill County Line Section of Pacific Highway West in Washington-Yamhill Counties was completed by the contractor, Fred H. Slate Co., & E. C. Hall Co., on November 27, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $14,244.02 will be released to the contractor on or after February 29, 1960. The total contract amount is $473,278.77, of which amount $3,567.87 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California Street
San Francisco, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

Letter to: Maryland Casualty Company.

RECEIVED
B 23 1960
FOR FILING
[illegible]
5338

February 19, 1960

Maryland Casualty Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract #5338 for grading-paving the Middleton-Yamhill County Line Section of Pacific Highway West in Washington-Yamhill Counties was completed by the contractor, Fred H. Slate Co., & E. C. Hall Co., on November 27, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $14,244.02 will be released to the contractor on or after February 29, 1960. The total contract amount is $473,278.77, of which amount $3,567.87 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Baltimore 3
Maryland

Letter to: Great American Insurance Company.

RECEIVED
N 25 19
FOR F
DF 73(13
5335

A

Great American Insurance Company
New York

PORTLAND SERVICE OFFICE
407 FAILING BUILDING
PORTLAND, OREGON
CAPITOL 7-2678

January 22, 1960

Oregon State Highway Commission
Salem, Oregon

Attention: Floyd Query, Secretary

Gentlemen:

Your letter of January 20, 1960, addressed to Wells-Reed Insurance, our good agents in Portland, has been referred to this writer for acknowledgment and reply.

We too have received a copy of the lien filed by the Newberg Community Hospital, and I assume that, like all hospitals, this one has filed a lien against every conceivable source of money.

The facts of this accident are that two vehicles were involved in a fatal, head-on collision on a new section of highway, where the work was being performed by Fred H. Slate Co. and E. C. Hall Co.as joint venturers.

Insofar as the bond is concerned, I do not see how it could conceivably be concerned with this tort matter, and as a matter of fact, our investigation reveals no basis on which the contractors could be involved.

Yours very truly,

W. H. Gardner
W. H. Gardner LB
Claims Attorney

WHG/lb

NOTED
FLOYD QUERY
lc

RECEIVED
JAN 25 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
JAN 21 1960

FOR FILING

DE 75(12)

5338

Contract # 5338

January 20, 1960

Wells-Reed Insurance
(Great American Insurance Co.)
412 Failing Building
Portland 4, Oregon

&

Maryland Casualty Company
Equitable Building
Portland 4, Oregon
Attn: John S. Hopkins

Gentlemen:

The Newberg Community Hospital has filed a lien with this department in the amount of $1,566.70 for services rendered in the hospitalization of Mrs. Anna Lee McKinney, Newberg, from October 18, 1959 to December 11, 1959.

The lien states that the Newberg Community Hospital claims a lien upon any moneydue or owing or any claim for compensation, damages, contribution, settlement or judgment from Slate and Hall, Contractors, and/or the Oregon State Highway Commission. There is no specific state highway contract mentioned in this lien.

Our records indicate that on November 27, 1959, Fred H. Slate Co. & E. C Hall Co., Portland, completed Contract No. 5338 for grading and paving the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington and Yamhill Counties. This hospital lien may have some connection with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Great American Insurance Company
Bond Department
320 California Street
San Francisco 26, Calif.

Great American Insurance Company
Portland Service Office
407 Failing Building
Portland 4, Oregon

NOTED ON CARD
dc

CWH:fp

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
January 5, 1959

REFERRED TO
C. H. MAISON, Auditor

SUBJECT: Hospital Lien

To:

Accounting Department

OFFICE

Attached hereto please find a lien filed by the Newberg Community Hospital.

The only liability which the State of Oregon would have would be based upon either a suit or upon garnishment.

It would be advisable to consult this office before making any payments to Slate and Hall, the contractors mentioned herein. This is not to say that no payment should be made to them at all, or that even any payment should be held up a day or two. It would be advisable to notify this office a day or two in advance of any payment to Slate and Hall under any contract we may have with them. It may be that suit will be filed in the meantime which will later determine liability.

Leo V. Nuttman
LEO V. NUTTMAN
Staff Attorney

LVN/mab

attach:

Floyd 1-19-60

I talked to Leo re-
this Lien. He said we didnt
need to hold up any payments.
Suggested that the surety
be informed—
Cec

FORM No. 178—LIEN—HOSPITAL

NOTICE IS HEREBY GIVEN That The Newberg Community Hospital 501 Villa Road *of* Newberg, Oregon *has rendered services in hospitalization for* Mrs. Anna Lee McKinney, Route 3, Box 99F - Sherwood, Oregon *a person who was injured on the* 18th *day of* October *, 19*59 *, in the City of* On Highway 99 *, County of* Washington *, State of* Oregon *, and the said* Newberg Community Hospital, *hereby claims a lien upon any money due or owing or any claim for compensation, damages, contribution, settlement or judgment from* Slate and Hall, Contractors, 7805 S. W. 40th Ave., Portland Ore. and/or Oregon State Highway Commission Salem, Oregon *alleged to have caused said injuries and/or any other person, corporation or association liable for said injury or obligated to compensate the said injured person on account of said injuries. The hospitalization was rendered to the said injured person between the* Admitted the 18th *day of* October *, 19*59 *, and the* Discharged *day of* December 11 *, 19*59 *;*

Mr.s Anna Lee McKinney

Route 3, Box 99F, Sherwood, Oregon

In Account with Claimant:

				Dr.		*Cr.*	
10/18/59		TO December 11, 1959	Room & Board	$ 981	00	$	
			Operating Room	120	00		
			Anesthesia	53	00		
			Laboratory	30	90		
			X-Rays	132	50		
			Surgical Supplies	30	45		
			Drugs	180	10		
			Treatment	28	25		
		Laboratory Technician call backs		10	50		
		Balance Due Claimant:		1566	70		

that fifteen days have not elapsed since that time (the completion of said hospitalization); that the claimant's demands for said care and/or services is in the sum of One Thousand Five Hundred Sixty Six and 70/100 Dollars *Dollars and that no part thereof has been paid, except* *Dollars and that there is now due and owing and remaining unpaid thereof, after deducting all credits and offsets the sum of* One Thousand Five Hundred Sixty Six & 70/100 *Dollars, in which amount lien is hereby claimed.*

Newberg Community Hospital

Claimant.

has rendered services in hospitalization for Mrs. Anna Lee McKinney,

Route 3, Box 99F - Sherwood, Oregon *a person who was injured on the* 18th

day of October *, 19*59*, in the City of* On Highway 99 *, County of*

Washington *, State of* Oregon *, and the said*

Newberg Community Hospital, *hereby claims a lien upon any money due or owing or any claim for compensation, damages, contribution, settlement or judgment from* Slate and Hall, Contractors, 7805 S. W. 40th Ave., Portland Ore. and/or Oregon State Highway Commission Salem, Oregon *alleged to have caused said injuries and/or any other person, corporation or association liable for said injury or obligated to compensate the said injured person on account of said injuries. The hospitalization was rendered to the said injured person between the* Admitted the 18th *day of* October *, 19*59*, and the* Discharged *day of* December 11 *, 19*59*;*

Mr.s Anna Lee McKinney

Route 3, Box 99F, Sherwood, Oregon

In Account with Claimant:

			Dr.		*Cr.*	
10/18/	59	TO December 11, 1959 Room & Board	$ 981	00	$	
		Operating Room	120	00		
		Anesthesia	53	00		
		Laboratory	30	90		
		X-Rays	132	50		
		Surgical Supplies	30	45		
		Drugs	180	10		
		Treatment	28	25		
		Laboratory Technician call backs	10	50		
		Balance Due Claimant:	1566	70		

that fifteen days have not elapsed since that time (the completion of said hospitalization); that the claimant's demands for said care and/or services is in the sum of One Thousand Five Hundred Sixty Six and 70/100 Dollars *Dollars and that no part thereof has been paid, except* *Dollars and that there is now due and owing and remaining unpaid thereof, after deducting all credits and offsets the sum of* One Thousand Five Hundred Sixty Six & 70/100 *Dollars, in which amount lien is hereby claimed.*

Newberg Community Hospital
Claimant.

Ovanda Emmert
By Ovanda Emmert, Administrator

I, Ovanda Emmert, Administrator of the Newberg Community Hospital, being first duly sworn on oath, say: That I am Claimant for the Hospital named in the foregoing claim of lien; that I have read the same and know the contents thereof and believe the same to be true.

Ovanda Emmert
Administrator

Subscribed and sworn to before me this 23rd day of December, 1959.

Alla A Moore
Notary Public for Oregon.

My Commission expires 3-25-61

Lien must be filed in the county where hospital is located and also in the county where injury occurred, if in another county.

RECEIVED
JAN 1960
DIVISION

Hospital Lien

(FORM No. 175)

Newberg Community Hospital

VS

Mrs Anna Lee McKinney et al

STATE OF OREGON,
County of Washington } ss.

I certify that the within instrument was received for record on the 30th day of December, 1959, at 9:20 o'clock A.M., and recorded in book 1 on page ... Record of Hospital Liens of said County.

Witness my hand and seal of County affixed.

Roger Thomssen
County Clerk—Recorder.

By V. Brown Deputy.

867 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON,
County of Washington } SS

I, Roger Thomssen, County Clerk and ex-officio Clerk of the County Court of the State of Oregon for the County of Washington, do hereby certify that the foregoing copy of Hospital Lien has been by me compared with the original and that it is a correct transcript therefrom, and the whole of such original as the same appears of record at my office and in my custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said court this 30 day of Dec. A. D. 1959

ROGER THOMSSEN, COUNTY CLERK

By V. Brown
Deputy

STATE OF OREGON,
County of Yamhill } ss.

I, Ovanda Emmert, Administrator of the Newberg Community Hospital, being first duly sworn on oath, say: That I am Claimant for the Hospital named in the foregoing claim of lien; that I have read the same and know the contents thereof and believe the same to be true.

Ovanda Emmert
Administrator

Subscribed and sworn to before me this 23rd day of December, 1959.

Alta A. Moore
Notary Public for Oregon.

My Commission expires 3-25-61

RECEIVED JAN 1960

Lien must be filed in the county where hospital is located and also in the county where injury occurred, if in another county.

Hospital Lien
(FORM No. 178)

Newberg Community Hospital
VS
Mrs Anna Lee McKinney et al

STATE OF OREGON,
County of Washington } ss.

I certify that the within instrument was received for record on the 30th day of December, 1959, at 9:20 o'clock A.M., and recorded in book 1 on page Record of Hospital Liens of said County.

Witness my hand and seal of County affixed.

Roger Thomssen
County Clerk—Recorder.
By V. Brown
Deputy.

987 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

STATE OF OREGON,
County of Washington } SS

I, Roger Thomssen, County Clerk and ex-officio Clerk of the County Court of the State of Oregon for the County of Washington, do hereby certify that the foregoing copy of Hospital Lien has been by me compared with the original and that it is a correct transcript therefrom, and the whole of such original as the same appears of record at my office and in my custody.

IN WITNESS WHEREOF, I have hereunto set my hand and affix

RECEIVED
JAN 11 1960
FOR FILING

(F [illegible])

5338

January 8, 1960

Great American Insurance Co.,
Walls-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co. & E. C. Hall Co., on contract #5338 for grading-paving the Middleton-Yamhill County Line Section of Pacific Highway West in Washington-Yamhill Counties.

This payment, in the amount of $8,854.56 will be released to contractor on or after January 18, 1960. The retained percentage is $14,196.95.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California Street
San Francisco, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

Letter to: Maryland Casualty Co.

A

RECEIVED
JAN - 8 1960
FOR FILING
DF 73([illegible])
[illegible]

January 8, 1960

Maryland Casualty Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Fred H. Slate Co. & E. C. Hall Co., on contract #5338 for grading-paving the Middleton-Yamhill County Line Section of Pacific Highway West in Washington-Yamhill Counties.

This payment, in the amount of $8,854.56 will be released to contractor on or after January 18, 1960. The retained percentage is $14,196.95.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Maryland Casualty Co.,
Baltimore 3
Maryland

Letter to: Great American Insurance Co.

Form E-1—(Rev.)—40M—8-50

SF 73 (13)
533

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 26, 1959

Section MIDDLETON - YAMHILL COUNTY LINE

Kind of work Grading & Paving

Highway Pacific West County Wash. & Yamhill

Section prefix 34-1013

Contractor Slate & Hall

Contract number 5338

Date of contract Oct. 20, 1958

Specified work days 130

Date work started Sept. 11, 1958

Work days used 108

Project authorization $571,565.81

Exclusive of engineering $530,921.13

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering $481,873.61

Estimated per cent overrun or underrun 8.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $40,644.68

Engineering cost to date $45,000.00, 111 %

Date project was completed November 27, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-Final estimate submitted to Division office on Wednesday.

CONSTRUCTION DIVISION
RECEIVED
DEC 28 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ACE CDE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed John H. Burton John H. Burton Resident Engineer

Address 2131 S.W. Scholls Ferry Road, Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.48	*3.48			3.48
Miles partially completed					
Miles completed	3.48	3.48			3.48
Total estimated quantities (contract)	209,000	151,200			14,200
Total quantities corrected to date	201,840	130,753			14,292.8
Estimated quantities moved or placed to date	201,840	130,753			14,292.8
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	Rain		
Friday			
Saturday			

A

RECEIVED
DEC 15 1959

FOR FILING
OF 73(13)
5338

December 15, 1959

Maryland Casualty Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Fred H. Slate Co. & E. C. Hall Co., a portion of the funds heretofore retained by the Commission on contract #5338 for grading-paving the Middleton-Yamhill County Line Section of Pacific Highway West in Washington-Yamhill Counties.

This payment, in the amount of $56,628.56, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $13,923.10. The present payment will be released on or after December 28, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Co.,
Baltimore 3
Maryland

Letter to: Great American Insurance Co.

RECEIVED
DEC 15 1959
FOR FILING

December 15, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Fred H. Slate Co. & E. C. Hall Co., a portion of the funds heretofore retained by the Commission on contract #5338 for grading-paving the Middleton-Yamhill County Line Section of Pacific Highway West in Washington-Yamhill Counties.

This payment, in the amount of $56,628.56, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $13,923.10. The present payment will be released on or after December 28, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California St.,
San Francisco, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

Letter to: Maryland Casualty Co.

RECEIVED
JAN 12 1960
FOR FILING
DF 72(13)
5337

Salem, Oregon
December 9, 1959

Supplemental Agreement
Middleton-Yamhill Co. Line Section
Pacific Highway
Washington County

Mr. L. I. Lindas
Chief Counsel

Attached is a draft of an agreement covering the subject-named project. Will you please prepare six copies of the agreement in addition to any required by the Legal Division.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: G. S. Paxson

Supplemental Agreement DRAFT: 12/9/59
Middleton-Yamhill County Line~~s~~ Section
Pacific Highway
Washington County

THIS AGREEMENT, made and entered into this _______ day of ___________, 19__, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and WASHINGTON COUNTY, by and through its County Court, hereinafter called "County";

WITNESSETH:

RECITALS:

1. In connection with the construction of the Middleton-Yamhill County Line Section of the Pacific Highway, the State and County heretofore entered into an agreement under the date of August 28, 1958. Said agreement provides for the closing, handling, routing, and rerouting of certain streets and roads which are under the jurisdiction and control of County, where said streets or roads intersect or interfere with the said throughway. It has now been determined by State and County that the aforesaid agreement, although remaining in full force and effect, should be supplemented by this agreement in the manner hereinafter set forth in order to provide for the proper establishment, construction, and maintenance of the said highway as a throughway.

NOW, THEREFORE, the premises being in general as stated in the foregoing RECITALS, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall erect and maintain appropriate signs directing traffic as described in paragraphs 1 and 2 under THINGS TO BE DONE BY COUNTY.

THINGS TO BE DONE BY COUNTY:

1. County shall adopt a resolution in a regular session of Court designating that portion of an unnamed county road from an intersection with the throughway at Highway Engineer's Survey Station approvimately L^{N}538+50 as one-way northbound northerly for approximately 250 feet to a farm entrance as shown colored in red on the attached Exhibit "A."

2. County shall adopt a resolution in a regular session of Court designating that portion of an unnamed county road (old Pacific Highway) as one-way southbound from a private road approach approximately 100 feet northerly of the intersection with the throughway at Highway Engineer's Survey Station 635+00 southerly to said intersection as shown colored in red on attached Exhibit "B."

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and affixed their seals as of the day and year first above written.

ATTEST:

____
Secretary

APPROVED:

____
ASST State Hwy Engineer

APPROVED AS TO FORM:

____
Chief Counsel

STATE OF OREGON, by and through
its State Highway Commission

By________________________
Chairman

By________________________
Commissioner

By________________________
Commissioner

WASHINGTON COUNTY, by and through
its County Court

ATTEST:

By______________________________
County Judge

____
County Clerk

By______________________________
County Commissioner

By______________________________
County Commissioner

DRAFT: 12/9/59
JDG:mm

RECEIVED
DEC - 1 1959
FOR FILING

DF 73(13)

5338

December 4, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 27, 1959, on Contract No. 5338, Middleton-Yamhill County Line Section, in Washington and Yamhill Counties, in connection with Federal Aid Project No. DF-73(13).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

DBP:sm

A

RECEIVED
OCT 29 1959
FOR FILING

DF 73(13)

3338

October 28, 1959

Mr. Roscoe Winters
11545 S. W. Greenburg Road
Tigard, Oregon

Dear Sir:

Reply is made to your letter of October 13 and I wish to advise that the approach into your property which was our obligation under Right of Way File No. 27622 has been graded and it will be surfaced in the near future.

Thank you for bringing this to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. A. E. Johnson

LGY:fp ae

Oct. 13, 1959

Dear Sirs:

The gravel surfaced approach to our right of way line has not been made as yet. Will you kindly take care of this.
File No. 27622

Yours truly,

Roscoe Winters
11545 S.W. Greenburg Rd.
Tigard 23, Oregon

REFERRED 10-13-59
TO Hil Young
FOR WALTER T. WRIGHT

State to provide 15' width gravel surfaced app. from Co Rd to R/W line at NE Cor. of remaining property.

Young

RECEIVED [illegible]

CONSTRUCTION DIVISION
RECEIVED
OCT 15 1959
NOTED--☑☐☐☐☐
CE ACE ACE COE

RECEIVED
OCT 14 1959
OREGON
STATE HIGHWAY COMMISSION

Middleton-Yamhill Co. Line

RECEIVED
NOV - 2 1959
FOR FILING
JF 73 (12)
5338

OREGON STATE HIGHWAY DEPARTMENT
[illegible]

Portland
28 October 1959

SUBJECT Fatal Accident
Middleton-Yamhill Co. Line Section
Pacific Highway West
Contract 5338, Prefix 34-1013

To Tom [illegible]
Construction Engineer
State Highway Dept.
Salem, Oregon

[illegible] State Police officer's report of the [illegible], 1959, a short distance north of the Yamhill County [illegible] subject project.

Also attached [illegible] of John Burton's report, detailing the signing that was in place at the time of the accident. It is to be noted that the yellow traffic line referred to in both reports was paved over the next day and would not have been apparent in later inspections.

Mr. Klaboe and I were both present when the contractor's man explained the later accident which occurred at approximately the same place Sunday night, October 25. This latter accident appeared to be a rear end collision caused by a car in the westbound lane slowing down for the traffic officer's car and being struck by a following car which was proceeding at too high a rate of speed. The contractor's man states that this same individual ran into a line of cars stopped by a flagman a few days earlier at another point on the same job.

I trust these reports will help to clarify the matter.

AV Benedict
A. V. Benedict
Assistant Division Engineer

Encl.
cc John Burton

CONSTRUCTION DIVISION
RECEIVED
OCT 29 1959
NOTED-- CE ACE CDE

OREGON STATE HIGHWAY DEPARTMENT

INTER DEPARTMENT CORRESPONDENCE

[illegible] S.W. Scholls Ferry Road
Portland 1, Oregon
October [illegible], 1959

SUBJECT: Fatal Accident
Mi[illegible] - Yamhill Co. Line [illegible]
[illegible]

To: Mr. [illegible]
[illegible] Division [illegible]
Oregon State [illegible] B[illegible]
Portland, Oregon

[illegible]

[illegible] the two [illegible] lanes, the [illegible] and the left lane of the west bound lane. A [illegible] the new course between the two [illegible] #52+00 [illegible] easterly, [illegible] yellow [illegible] the existing [illegible] to [illegible] sign, a "[illegible]" [illegible] traffic [illegible] the same [illegible]. The [illegible] course was marked [illegible] onto the unmarked [illegible].

[illegible] the [illegible] feet on the wrong side of the yellow line [illegible] vehicle. The officer at the scene told me that [illegible] he was investigating the accident, he remarked to his fellow officer that the driver of this vehecle appeared to be either "[illegible]", or a "[illegible]".

John H. Burton
John H. Burton
Resident Engineer

Form 8-60M-8-51

COPY

VEHICLE ACCIDENT REPORT

OREGON STATE POLICE

☒ Fatal ☐ Non-fatal

County [illegible]

Date [illegible]

Location [illegible]

Date [illegible] Time [illegible] .M.

Vehicle No. 1

[illegible]	[illegible]	[illegible]	[illegible]	[illegible] M.P.H.
Make	Type	License	Direction of Travel	Stated Speed

[illegible]
Name and Address of Operator

[illegible] [illegible]
Age Operators License

[illegible]
Name and Address of Owner

Vehicle No. 2

[illegible]	[illegible]	Wash. [illegible]	West	Unknown
Make	Type	License	Direction of Travel	Stated Speed

[illegible], Longview, Wash.
Name and Address of Operator

[illegible] Wash. [illegible]59
Age Operators License

[illegible]
Name and Address of Owner

Vehicle No. 3

Make	Type	License	Direction of Travel	Stated Speed

Name and Address of Operator

Age Operators License

Name and Address of Owner

Pedestrian

Name and Address Age

Passengers

Name and Address	In Vehicle	Age
I [illegible]	#1	24
K [illegible]	[illegible]	34

WITNESSES

Schyler Franklin [illegible] [illegible]

Name and Address

Nora Margery [illegible] [illegible]

NARRATIVE

Upon arrival at the scene writer observed the two [illegible] in the westbound lane of traffic. The passenger in the #1 vehicle was [illegible] at the scene [illegible] arrival of both vehicles and the [illegible] had been removed from the scene by the [illegible] Ambulance to the Newton Community Hospital, [illegible].

The accident scene is [illegible]: straight hwy. [illegible] slope to the east; asphalt "black top" surface. [illegible] ft. 8-[illegible] inch. in width [illegible] broken yellow line (center [illegible] ft. 4-inches from edge of blacktop on the south side of the highway. This is a proposed four lane highway. At present only the one yellow dividing line exists (see diagram). Very light traffic, dry pavement, [illegible] visibility, no obstructions.

Writer advised by the witnesses the #1 vehicle was travelling east in the westbound lane of traffic. The witness had to dodge the #1 vehicle, XXXXX by cutting sharply to the right to avoid hitting #1. As the witness vehicle cleared #1, the #2 vehicle struck.

STATEMENTS

NORA MARGERY [illegible]:

The girl [illegible] the car that was hit was my [illegible] [illegible] girl friend were going to visit us over the weekend. Neither my [illegible] nor I knew the girl that was killed. We were traveling toward [illegible] when I [illegible] the car coming at me on my side of the [illegible] line. I don't know how I missed him but I drove to the right. [illegible] he hit the car of our niece.

ACTION TAKEN

Indicate before name
(I)—Injured
(K)—Killed

Attach
Diagram

[illegible] Kelley, Pfc.
OFFICER

State Printing Dept. [illegible]

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RECEIVED
OCT [illegible] 1959
FORM E330, 50M [illegible] 22124

FOR FILING
(F-73(13))

5[illegible]-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1959

SUBJECT: Middleton-Yamhill County Line
Pacific Highway West 5338

To:
Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Enclosed find Order for State Force Work No. 3 in the amount of $1,841.91 along with invoices for this amount from the Northwest Natural Gas Company and a copy of the letter of transmittal concerning this State Force Order from Mr. Benedict, Assistant Division Engineer in Division I. Included also are copies of Sheet 5 and 5-A of the plans on the subject section.

When this job was located in the field, it contained a connection from the new southbound lanes to the "C" line at approximately Station 545 when the proposed "C" line intersected said new line. The field data also included profiles in which the "C" line was to be constructed. The Road Design Section moved the proposed connection approximately 100 feet southerly in order to accommodate the standard deceleration lane. However, they neglected to change the field proposed profile, and merely moved the profile over on the new alignment. You will note that the southbound main line falls away at about a 3½ per cent grade.

Subsequently, Resident Engineer Lowell Johnston was requested to provide the gas company with information to facilitate the lowering of the gas line. He had not as yet staked any of the lines in the area or checked the profiles so he merely measured from the profile to the gound and added a couple of feet for clearance and told them to set their pipe at that elevation. The gas company moved in and expeditiously moved their lines to the elevation recommended by Mr. Johnston.

Later when the lines were staked and the profile run, the error was discovered and the gas line had to be lowered another four feet to clear the proposed construction. The first move was at the expense of the gas company. Since the second move was required due to errors by the State Highway Department, it is my opinion that we have an obligation to reimburse the company.

No prior knowledge of this second move was had by this office and consequently, no attempt was made to program or get Federal participation. Since the work has been done without Federal approval, we do not deem it apropos to even request participation from the Bureau of Public Roads at this late date.

NOTED
FORREST COOPER

Signed & returned
10-30-59
cm

It is therefore our recommendation that you approve this State Force Order on a non-participating basis due to the fact that the extra move resulted from inter-department error.

All our field engineering have been instructed time and time again to thoroughly check their plans before giving out information concerning re-adjustment of utility lines. The fact that the incorrect profile was placed on the construction plans in the Salem Design Section does not remove the responsibility of the resident engineer to find and correct errors. Resident Engineer Johnston has, of course, been with the department many years and has generally done good work. It is our further recommendation that no disciplinary action be assessed for this error.

Tom Edwards
Construction Engineer

By
FB Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc A. E. Johnson
Lloyd Shaw

A

RECEIVED
AUG 28 1959

FOR FILING

[illegible]

1338

August 27, 1959

Honorable Richard L. Neuberger
United States Senator
Senate Office Building
Washington, D. C.

Dear Senator Neuberger:

Reference is made to your letter of August 19 requesting information relative to the complaint of Mr. and Mrs. L. J. Winkelman, Route 3, Box 235B, Sherwood, Oregon, and several of their neighbors to the effect that the Oregon State Highway Commission failed to build a promised crossover near the Winkelman property on the Middleton-Yamhill County Line Section of the Pacific Highway West. The Winkelman letter also contains reference to several other alleged design shortcomings.

As background explanation of this matter, I wish to advise you that the section of highway in question is US99W between the Tualatin River and Rex Hill easterly from Newberg. The Highway Commission for some years has been making improvements to this highway in three- or four-mile units as money was available, improvements consisting of four laning with a wide median on the section in question; in other words, north- and southbound traffic travels on separate roadways. I am attaching a copy of our plan in that area on which is shown in yellow the old and existing lanes and in red the added travel lanes for southbound traffic.

The Winkelmans and others who have complained own property adjacent to the northbound or old lanes, and the existing road has remained unchanged past their properties. I do not see where they would have any complaint on this feature. The four-lane divided road was built in the interest of safety, with crossovers located at reasonably close intervals so that traffic movements may be reversed. These crossovers are designed with short deceleration lanes and a holding area so that cars may leave the lane from which they have been traveling and enter the other lane when traffic allows. It is this feature, I believe, that has disturbed the Winkelmans. They and others wish to be able to make left turns directly into their driveways.

I have carefully checked and can find that no one in authority in the Highway Department has, at any time, made a commitment to Mr. Winkelman concerning crossovers. There has apparently been some misunderstanding on Mr. Winkelman's part. He also takes issue with the location of crossovers, but it must be borne in mind that this is a major four-lane divided highway of the expressway type and it is incumbent upon engineers to minimize points of crossover conflict.

Mr. Winkelman refers to a fill of six feet at his lower driveway and 12 feet at his upper driveway. We wish to point out that his holdings abut the previous two-lane highway, which is being converted to a one directional operation and that no physical change whatsoever was made therein. His condition remains exactly as before except that traffic is one way rather than two way.

Mr. Winkelman and his fellow petitioners make reference to the State's forcing a crippled neighbor (Mr. McDowell) out of business. In acquiring right of way for the two new lanes, Mr. McDowell's fruitstand was purchased by the Department and to the best of our knowledge, the settlement was amicable. Mr. McDowell sold his remaining property and has lodged no personal complaint.

US99W, as you know, is one of the major roads in the state carrying an average daily traffic of approximately 6,000, with heavy peaks occasioned by people driving to and from work in Portland and the weekend traffic to the coast. In the interest of eliminating congestion and of traffic safety, the Highway Commission has been attempting to convert as much of the road as possible to a four-lane expressway. I doubt that the improved facility will have any serious effect on Mr. Winkelman's business, as it is still possible to drive to his establishment using the crossovers constructed and, of course, the situation with respect to northbound traffic is unchanged. In building a fairly high-type facility such as this, travel patterns must be adjusted to the benefit and safety of the road user and it is not feasible to construct a crossover for every abutting owner.

If you wish anything further in this connection, we shall be happy to cooperate. I hope that the above explanations will give you the facts that you need.

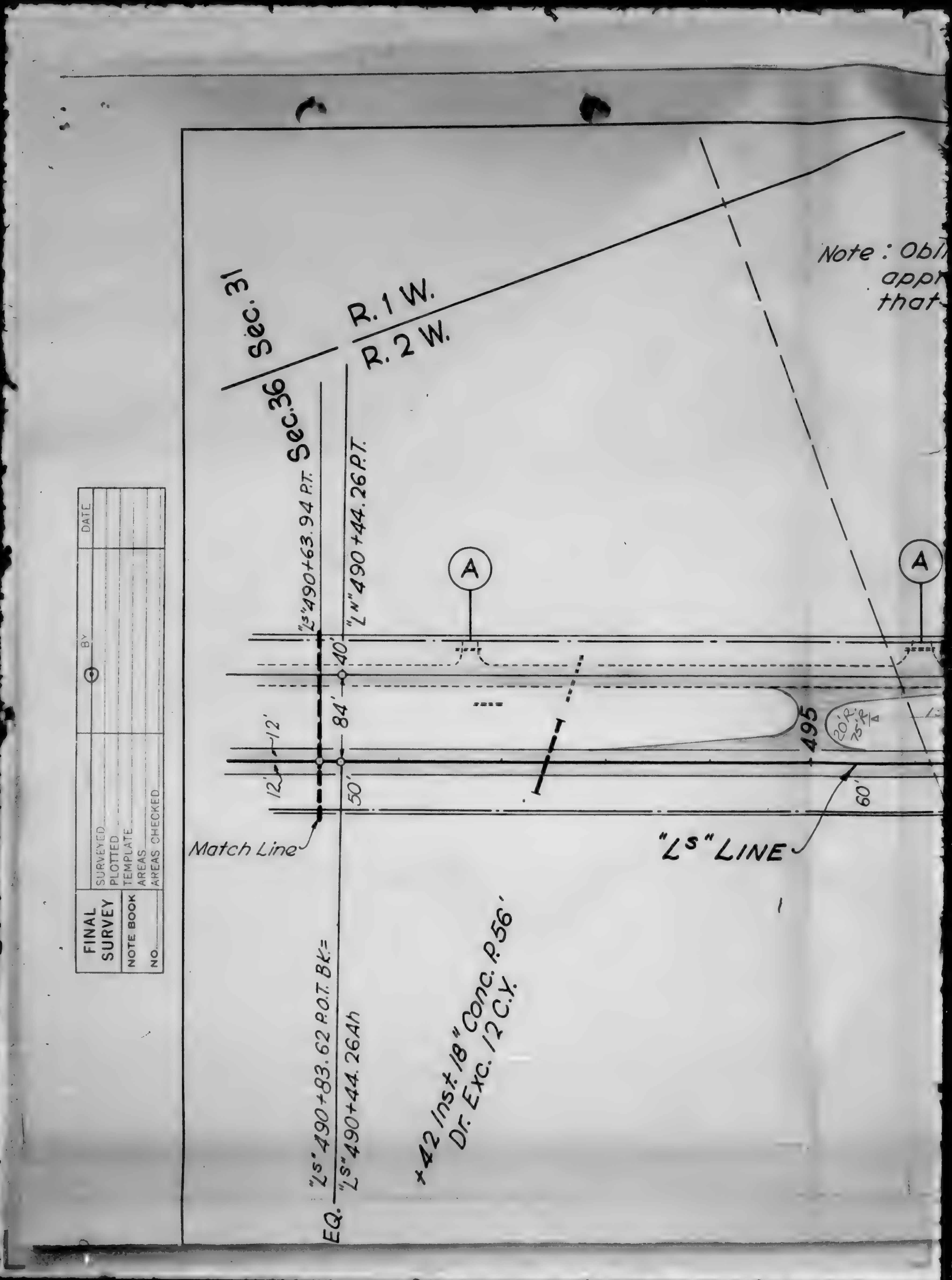
Very truly yours,

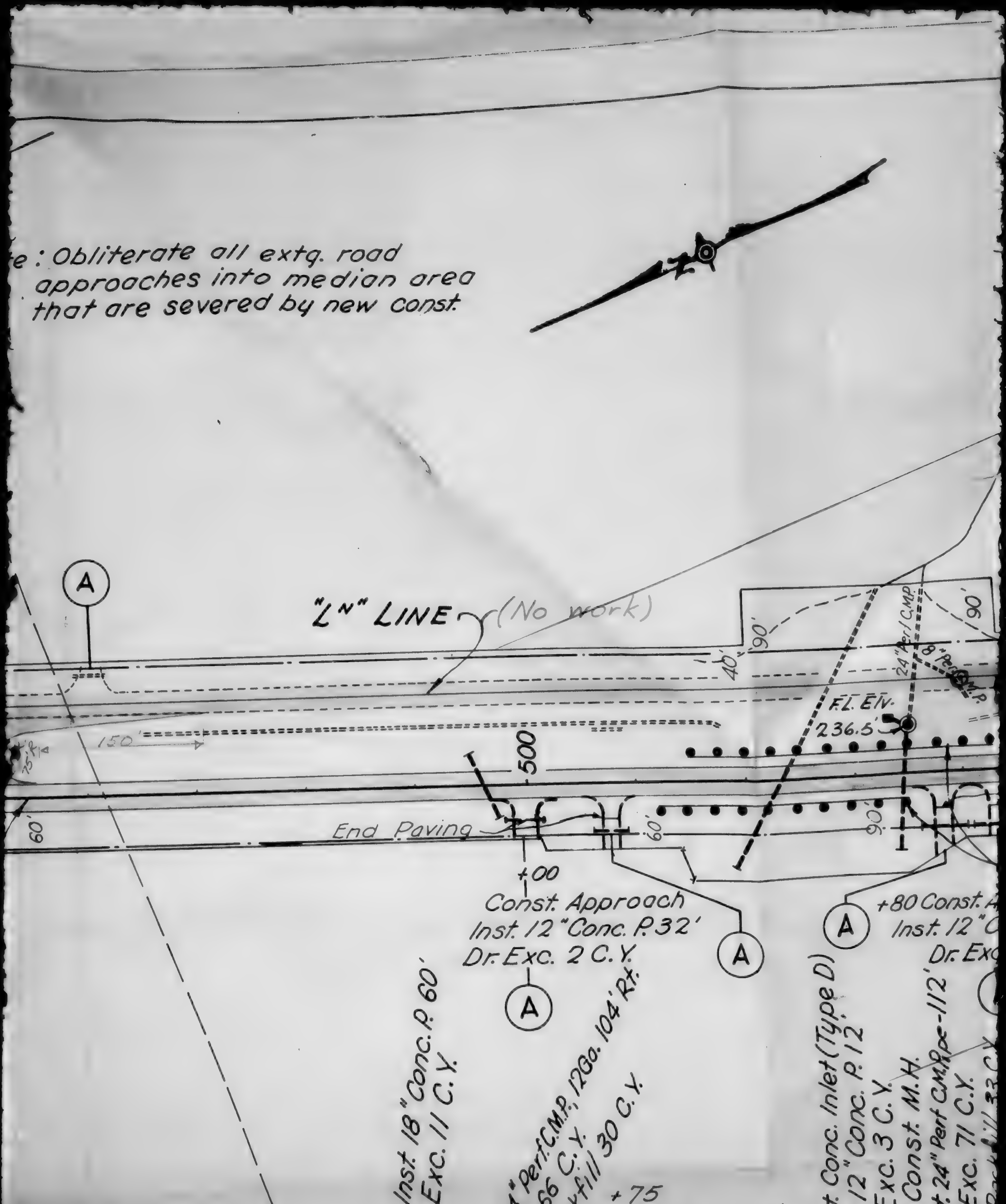
Forrest Cooper
Acting State Highway Engineer

JE:Cp
FC:fh

Encl.

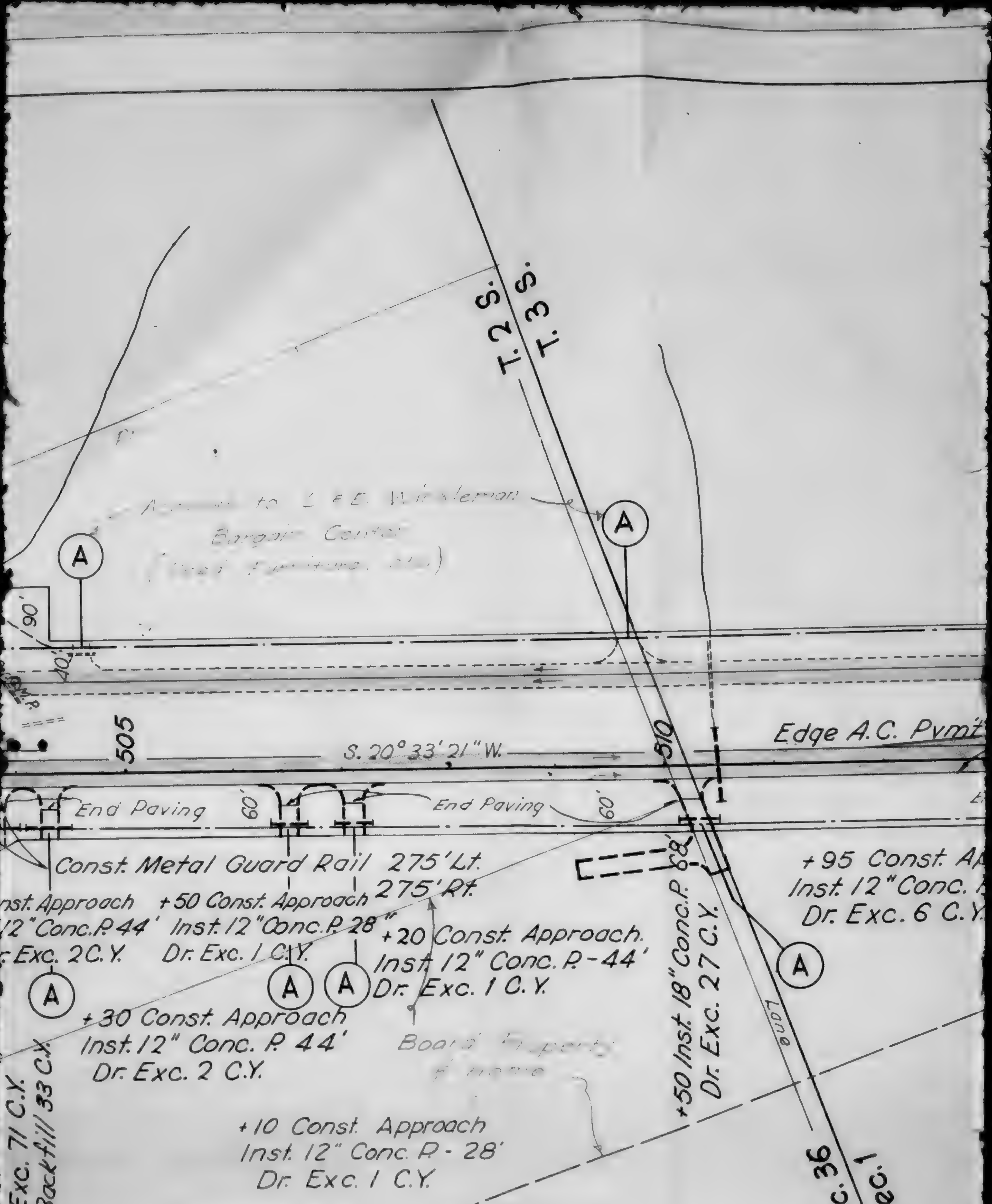
cc Mr. W. C. Williams
Mr. Tom Edwards


Note : Obli
appr
that
Sec. 31
Sec. 36
R. 1 W.
R. 2 W.
"Ls"490+63.94 P.T.
"LN"490+44.26 P.T.
A
A
40'
84'
12'
12'
50'
495
20'R
75'R
60'
Match Line
"Ls" LINE
EQ. "Ls" 490+83.62 P.O.T. Bk.=
"Ls"490+44.26Ah
+42 Inst. 18" Conc. P. 56'
Dr. Exc. 12 C.Y.
FINAL SURVEY
NOTE BOOK
NO.
BY
DATE
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED



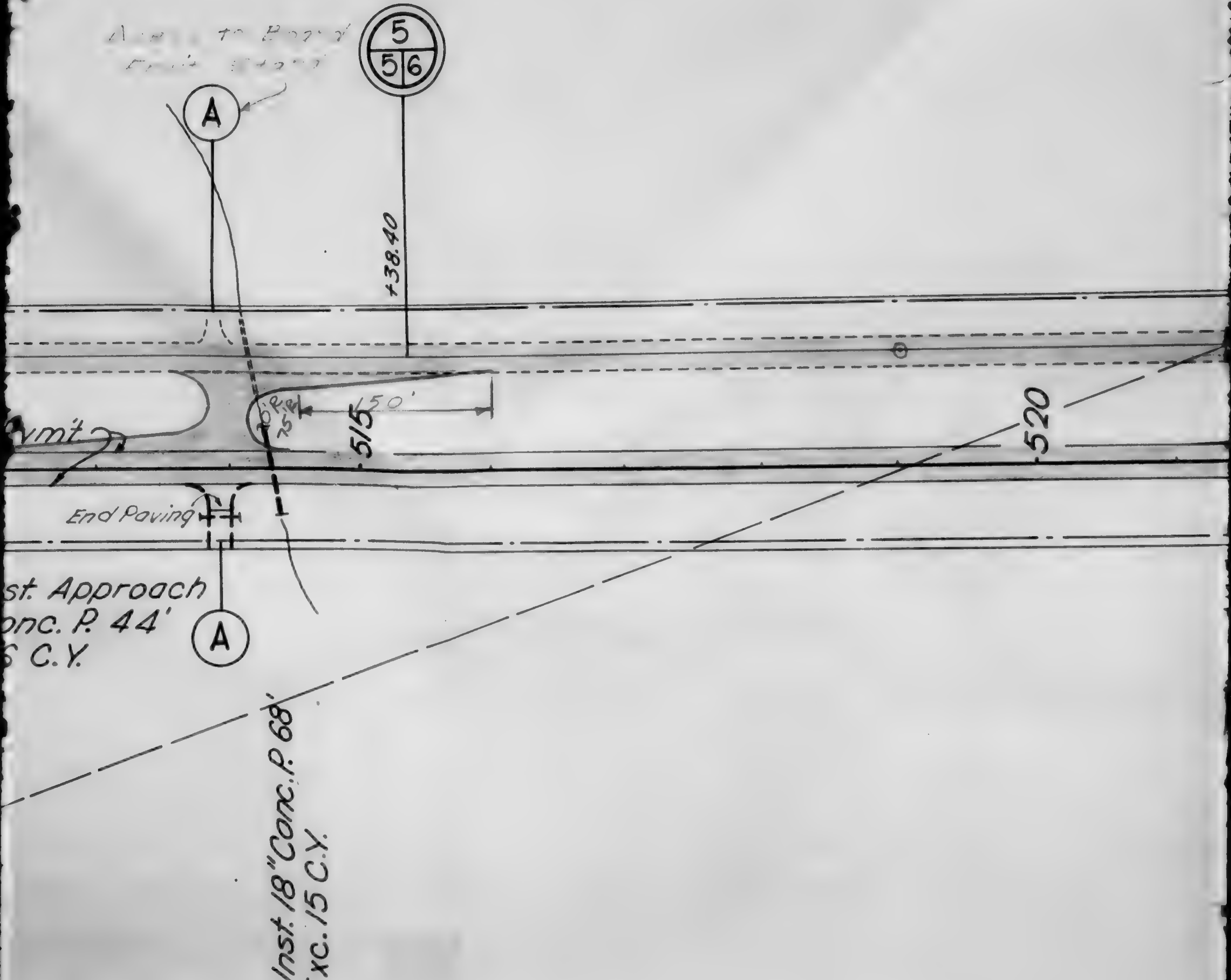
e : Obliterate all extg. road approaches into median area that are severed by new const.

A
"L^N" LINE
(No work)
90'
40'
90'
90'
24" Perf. C.M.P.
8" Perf. C.M.P.
F.L. Elv. 236.5'
150'
500
60'
End Paving
60'
90'
+00
Const. Approach
Inst. 12" Conc. P. 32'
Dr. Exc. 2 C.Y.
A
A
A
A
+80 Const. A
Inst. 12" C
Dr. Exc
+62 Inst. 18" Conc. P. 60'
Dr. Exc. 11 C.Y.
+35
Extend 24" Perf. C.M.P., 12 Ga. 104' Rt.
Dr. Exc. 66 C.Y.
Sp. Backfill 30 C.Y.
+75
Const. Approach
Inst. 12" Conc. P. 32'
Dr. Exc. 2 C.Y.
Const. Conc. Inlet (Type D)
Inst. 12" Conc. P. 12'
Dr. Exc. 3 C.Y.
+50 Const. M.H.
Inst. 24" Perf. C.M. Pipe -112'
Dr. Exc. 71 C.Y.
Sp. Backfill 33 C.Y.


T. 2 S.
T. 3 S.
Access to L & E. Winkleman
Bargain Center
(Used Furniture, Etc.)
A
A
90'
40'
505
510
S. 20° 33' 21" W.
Edge A.C. Pvmt
End Paving
End Paving
60'
60'
68'
Const. Metal Guard Rail 275' Lt.
275' Rt.
nst. Approach
12" Conc. P. 44'
r. Exc. 2 C.Y.
+50 Const. Approach
Inst. 12" Conc. P. 28"
Dr. Exc. 1 C.Y.
+20 Const. Approach.
Inst. 12" Conc. P. - 44'
Dr. Exc. 1 C.Y.
+95 Const. Ap
Inst. 12" Conc.
Dr. Exc. 6 C.Y.
A
A
A
A
+30 Const. Approach
Inst. 12" Conc. P. 44'
Dr. Exc. 2 C.Y.
Board Property & Home
+50 Inst. 18" Conc. P. 68'
Dr. Exc. 27 C.Y.
Lane
+10 Const. Approach
Inst. 12" Conc. P. - 28'
Dr. Exc. 1 C.Y.
Dr. Exc. 71 C.Y.
Sp. Backfill 33 C.Y.
Sec. 36
Sec. 1

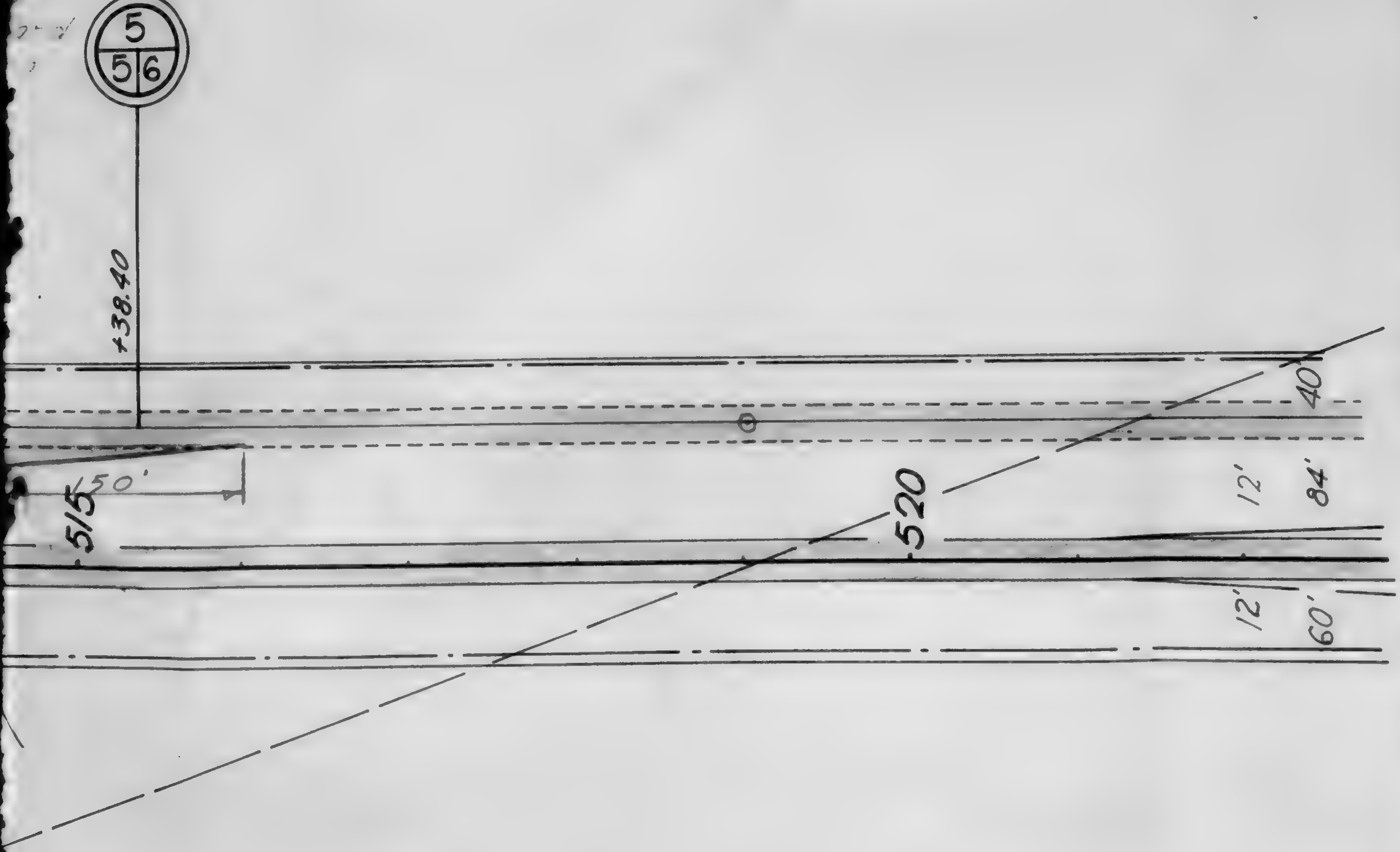
MIDDLETON-YAMHILL CO. LINE S
PACIFIC HIGHWAY WEST
WASHINGTON & YAMHILL COUNT

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FI Y
8	OREGON	DF-73(13)	

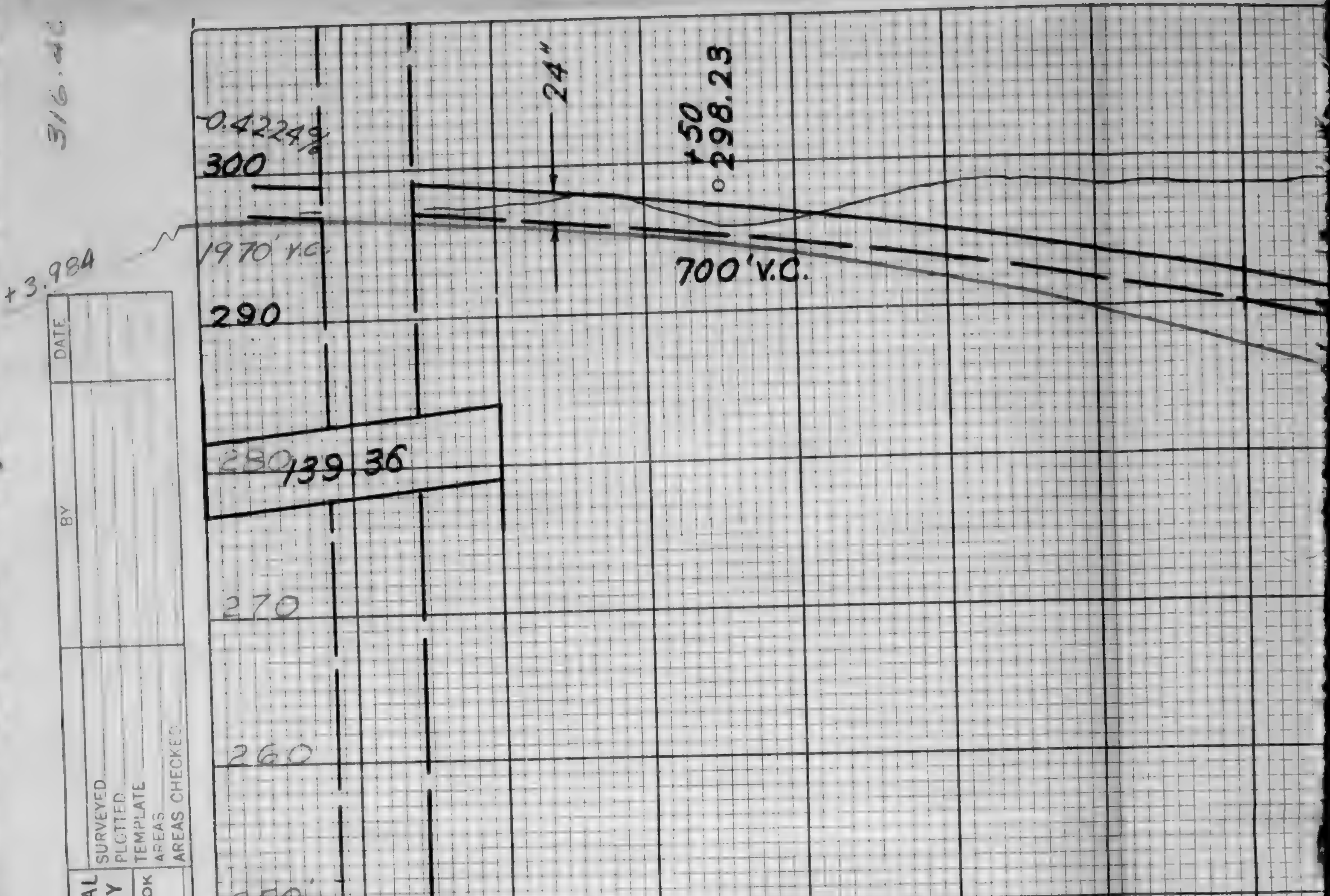


5
5 6
A
+38.40
A
vm't
End Paving
150'
515
520
st. Approach
onc. P. 44'
5 C.Y.
A
+32 Inst. 18" Conc. P. 68'
Dr. Exc. 15 C.Y.

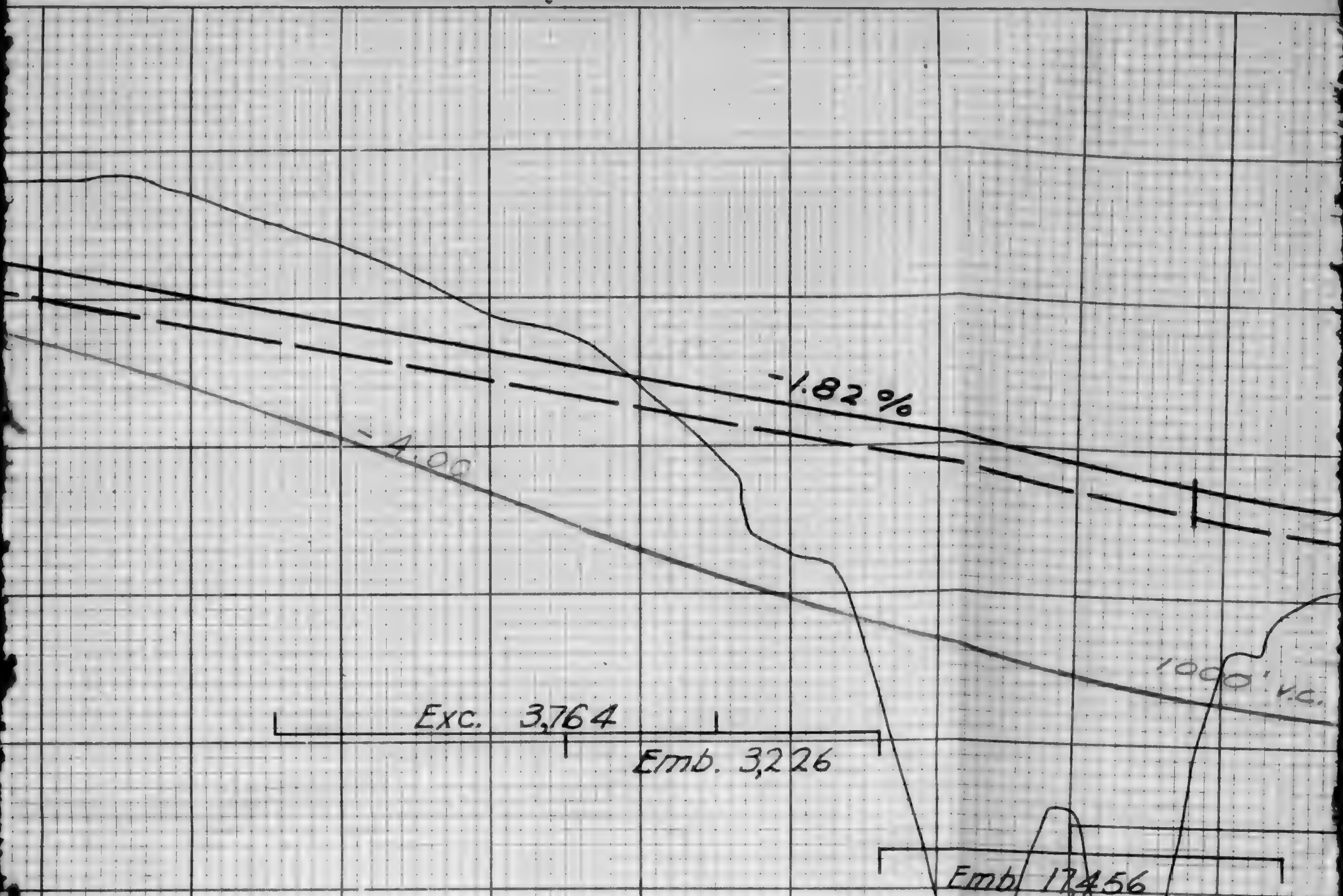
MIDDLETON-YAMHILL CO. LINE SEC. PACIFIC HIGHWAY WEST WASHINGTON & YAMHILL COUNTIES				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	DF-73(13)		See Index

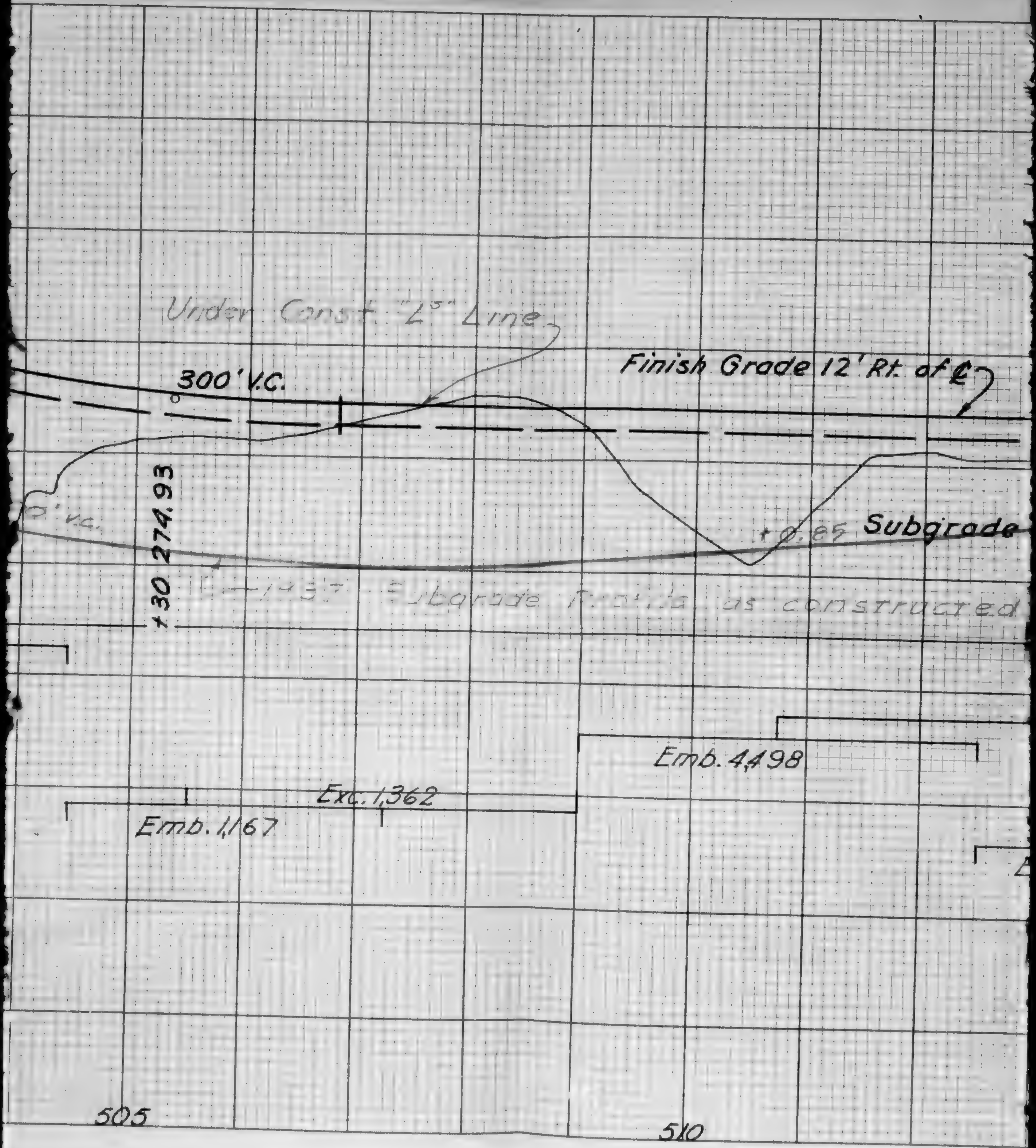

5
5 6
+38.40
50'
515
520
40'
12'
84'
12'
60'

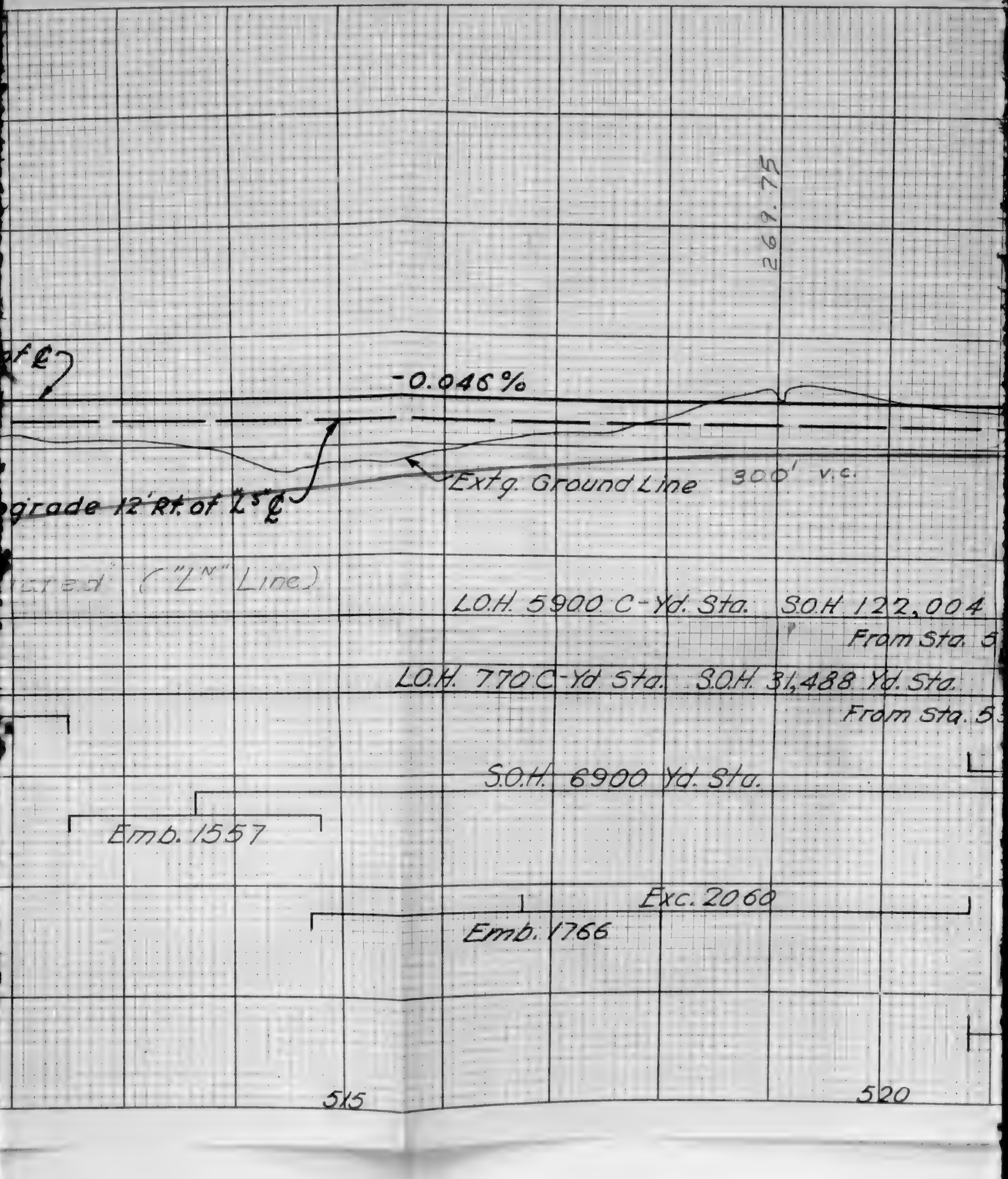
Dr. Exc. 15 C.Y.

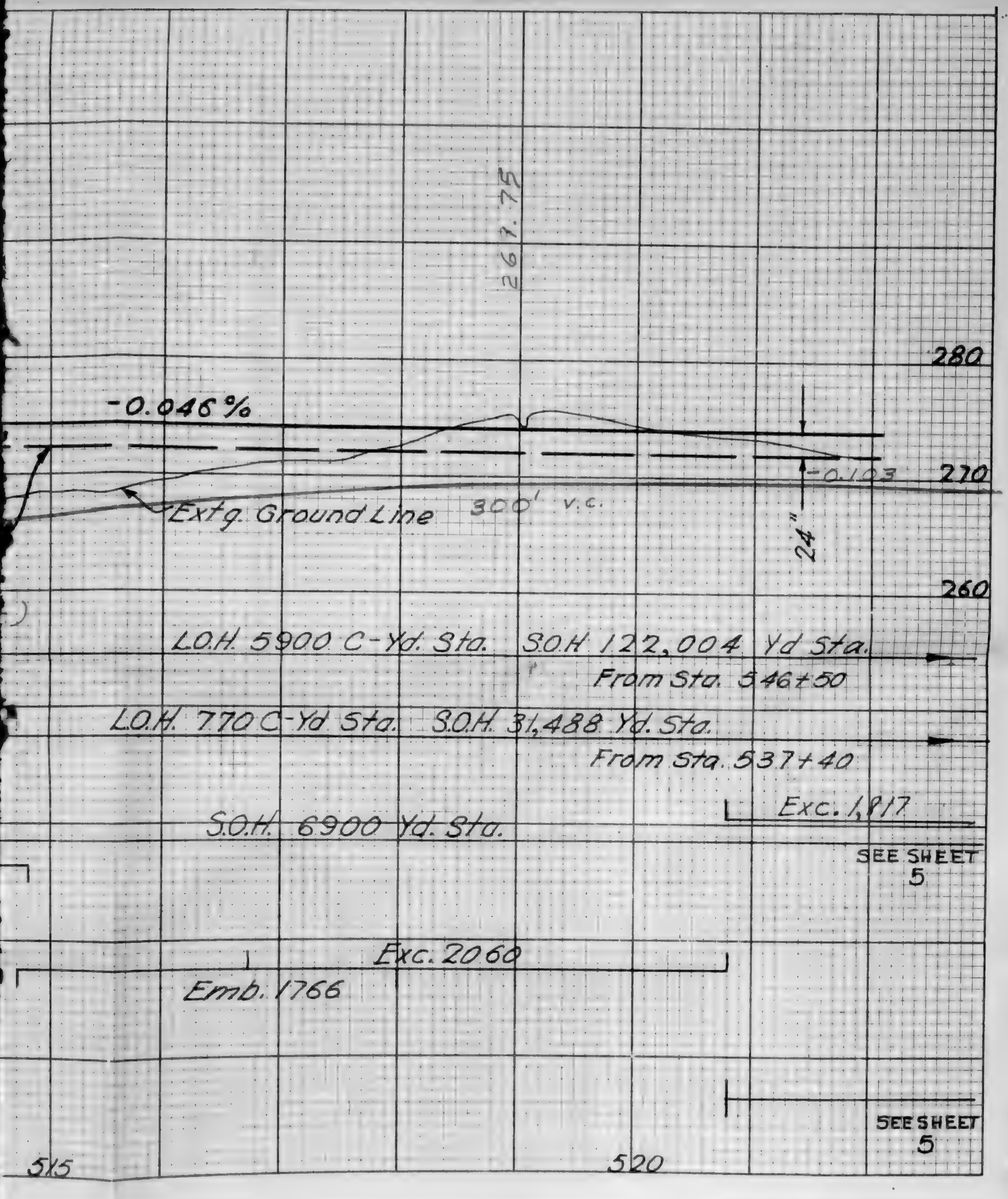

316.46
-0.4224%
300
+3.984
1970' V.C.
290
280
270
260
250
24"
+50
298.23
700' V.C.
139.36
"Ls" 490+83.62 Bk=
"Ls" 490+44.26 Ah.
Exc. 10,235
To Sta. 451+10
490
495

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


-1.82 %
-4.00
1000' v.c.
Exc. 3,764
Emb. 3,226
Emb. 17,456
257.00
500


Under Const. "L" Line
300' V.C.
Finish Grade 12' Rt. of ℄
'V.C.
+30 274.93
+0.85
Subgrade
1937 Subgrade Finished as constructed
Emb. 4,498
Exc. 1,362
Emb. 1,167
505
510


of ℄
-0.046%
269.75
grade 12' Rt. of "L" ℄
Extg. Ground Line
300' V.C.
("L" Line)
L.O.H. 5900 C-Yd. Sta.
S.O.H. 122,004
From Sta. 5
L.O.H. 770 C-Yd. Sta.
S.O.H. 31,488 Yd. Sta.
From Sta. 5
S.O.H. 6900 Yd. Sta.
Emb. 1557
Exc. 2060
Emb. 1766
515
520


267.75
280
-0.046%
270
-0.103
Extg. Ground Line
300' V.C.
24"
260
L.O.H. 5900 C-Yd. Sta.
S.O.H. 122,004 Yd Sta.
From Sta. 546+50
L.O.H. 770 C-Yd Sta.
S.O.H. 31,488 Yd. Sta.
From Sta. 537+40
Exc. 1,917
S.O.H. 6900 Yd. Sta.
SEE SHEET 5
Exc. 2060
Emb. 1766
SEE SHEET 5
515
520

REFERRED TO Cooper
By State Highway Engineer

United States Senate

PLEASE RETURN TO
FORREST COOPER

Washington, D. C., August 19, *19*59

Respectfully referred to

Mr. W.C. Williams
Oregon State Highway Engineer
State Highway Building
Salem, Oregon

I have attached a recent letter from Mr. and Mrs. L.J. Winkleman, Rt. 3, Box 235B, Sherwood, Ore., and their neighbors, who report they have "a legitimate complaint against the Oregon State Highway Commission" for failure to build a crossover they say was promised. I would appreciate your looking into this matter for me and preparing a report which I can send to Mr. and Mrs. Winkleman. Please return the attached correspondence with your report.

Dick Neuberger
RICHARD L. NEUBERGER
United States Senator

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[illegible]
[illegible] ENGINEER

U. S. S.

U. S. GOVERNMENT PRINTING OFFICE 16—45102-2

. 3, Box 235B,
Sherwood, Ore.
August 15, 1959.

Senator Richard Neuberger,
Representative Walter Norblad,
Governor Mark Hatfield,
The Oregon Journal,
The Oregonian.

Dear Mr. Neuberger:

We, the undersigned, feel we have a legitimate complaint against the Oregon State Highway Commission and would appreciate your time in reviewing it with us. Our main problem with the highway-widening job being done in front of our properties, is the fact we are not being given a crossover which was promised to us by the Portland Highway Engineer's office on McLoughlin Blvd., when construction first began. We were assured then that a crossover would definitely go in at our lower driveway, which would have been very satisfactory to all concerned. We depended on their word being their bond, but such has not been the case.

When the fill and grading work was started, we checked again and were advised that crossovers were called for about a quarter-mile from us in each direction, but Mr. John Burton of the Highway Department would see what he could do for us. Now we find we have been deliberately fenced out, and cannot get in or out without going way out of our way, which is quite a factor over a period of years, besides being unfair, unjust and unnecessary. A fill has been built up six feet high at our lower driveway and up to twelve feet high before it reaches the upper crossover! A gradual slope would have been so much more practical and economical! We realize the engineers have to do fancy and expensive planning to earn their money but why do it at the expense of the tax-payers and property owners? This high fill was completely unnecessary and a terrible waste of money, let alone the expense of keeping up the high banks for years to come. The Department contends a crossover would not be possible at the six foot grade, yet all their equipment has used it temporarily during the construction work and experienced no difficulty! Since 1905, the location of this driveway was established and recognized as a main crossroad and homes and businesses were built here accordingly. It would seem that this fact should be taken into consideration, to prevent the death-knell to our businesses. Our neighbor, a crippled man, was forced out of his fruitstand when construction first started, and in disgust, he sold his home and left our community. His home, which was built on a hillside, now rests in a hole as a result of this high fill!

Also, this new highway will be a regular racetrack and will create a grave danger for our children who must cross it to and from the school bus, if indeed any provision is made for them to cross without scrambling up and down the high bank!

We are presenting our problem to find out if the people of Oregon have any rights in dealing with the Highway Department or if they are in sole control with complete authority to do as they please, to step on anyone who gets in their way, condemn property as they see fit, or use any other communistic method of their choice, like a true dictatorship. Democracy is supposed to be government of the people, by the people and for the people but it isn't working out that way. We know we are not alone in our problem--this is going on all over our State, but must it continue to be this way?

We will appreciate any help or satisfaction you care to give us.

Yours for fair play and equality for all,

s/ Mr. and Mrs. L. J. Winkelman, Theodore M. and David Johnson, Robt. D. Mentser, O. J. Board, Erna C. Board, Mr. and Mrs. R. H. Thornton.

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JUN - 4 1959
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June 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering replacing 1" water pipe on the Middleton-Yamhill County Line Section of the Pacific West Highway in Washington and Yamhill Counties, Contract No. 5338, in connection with Federal Aid Project No. DF-73(15).

It is necessary to replace a very old water pipe crossing the highway at Station 527+50. The existing pipe will not stand revising and will not be safe under the fill. The water supply must also be maintained.

No added or special benefit will accrue to the land owner by reason of this order.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Enc.

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MAY 21 1959
FOR FILING

May 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering salvaging and relaying 1½-inch water pipe on the Middleton-Yamhill County Line Section of the Pacific West Highway in Washington and Yamhill Counties, Contract No. 5338, in connection with Federal Aid Project No. DF-73(15).

This pipe was encountered in a cut section and its relocation is necessary to clear for construction. Due to the condition of the pipe, some new material will be required as well as necessary fittings.

In order to expedite the work and not delay the contractor, the work has been started.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
MAY 14 1959
FOR FILING

DF-73(15)

5338

May 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering signing for routing and guidance of traffic during construction on the Middleton-Yamhill County Line Section of the Pacific West Highway in Washington and Yamhill Counties, Contract No. 5338, in connection with Federal Aid Project No. DF-73(15).

This work is necessary for the direction and routing of traffic through construction.

This is above the barricading, lights, etc., required of the contractor for the protection of traffic and workmen. The traffic pattern will change as construction progresses and revised controls and directions will be required. The work was anticipated and funds set up in the authorization to cover it as an extra work item.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:gh
Enc.

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JAN [illegible] 59
FOR FILING
EF 73 (15)

5338 When replying, refer to:
08-33.4

January 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project EF-73(15)
Middleton-Yamhill County Line Section
Order for State Force Work
Seeding and Mulching - Total Estimated
Cost $4,800; Federal funds $2,880

Dear Sir:

Your letter of December 17, 1958 requested approval of State force work in connection with subject project in the performance of necessary seeding and mulching work.

As the contractor is neither properly equipped nor staffed to perform this type of work while the State has trained crews and special equipment to accomplish the work most economically and also because the amount of work is too small to warrant a separate contract, we are approving the use of State force as being in the public interest.

Very truly yours,

C. G. Polk
Division Engineer

I E D
RNEST COOPER

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DEC 18 1958
FOR FILING

FF-73(15)

5398

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December 17, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 234 and 236 covering seeding and mulching on the Middleton-Yamhill County Line Section of the Pacific West Highway in Washington and Yamhill Counties, Contract No. 5398, in connection with Federal Aid Project No. FF-73(15).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order at agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $4,800.00 with Federal participation of $2,880.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Encl.

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NOV 20 1958

FOR FILING

COMMISSIONERS
N. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
~~H. B. GLAISYER, SECRETARY~~
SALEM

NF-73(13)

5338

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 20, 1958

Fred N. Slate Co. &
E. C. Hall Co.
11655 S. W. Barbur Blvd.
Portland 23, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5338, awarded Oct. 20, 1958, for grading and paving on the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington and Yamhill Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
NOV 5 - 1958
FOR FILING

DF 73 (13)

5338

October 31, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Middleton-Yamhill County Line Section of the Pacific West Highway in Washington and Yamhill Counties, Contract No. 5338, in connection with Federal Aid Project No. DF-73(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

Oregon State Highway Department

Federal Aid
Project No. DP-73(15)

MIDDLETON-YAMHILL COUNTY LINE SECTION OF THE PACIFIC HIGHWAY WEST IN WASHINGTON AND YAMHILL COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 23, 1958

Type Code 6201
Roadway (Sta. 446+00 to Sta. 457+00) (Sta. 483+00 to Sta. 541+50) (Sta. 543+00 to Sta. 655+50) (Contract No. 5338)

Clearing and Grubbing	All Required	$	$ 20,000.00
Removal of Pavement	3,900 cu. yds.	0.75	2,925.00
Removal of Catch Basins	1 only	15.00	15.00
Drainage Excavation, Unclassified	1,600 cu. yds.	3.50	5,600.00
General Excavation, Unclassified	209,000 cu. yds.	0.35	73,150.00
Short Overhaul	912,000 yd. sta.	0.01	9,120.00
Long Overhaul	25,100 C-yd.sta.	0.40	10,040.00
Finishing Roadbed and Slopes	3.45 miles	750.00	2,587.50
Rounding Cutbanks	10,600 lin. ft.	0.20	2,120.00
18-Inch Corrugated Metal Pipe	70 lin. ft.	5.00	350.00
24-Inch Perforated Corrugated Metal Pipe	120 lin. ft.	6.75	810.00
24-Inch Perforated Corrugated Metal Pipe 12 Gage	110 lin. ft.	8.75	962.50
12-Inch Concrete Pipe	2,700 lin. ft.	2.25	6,075.00
18-Inch Concrete Pipe	2,100 lin. ft.	3.50	7,350.00
24-Inch Concrete Pipe	360 lin. ft.	5.10	1,836.00
30-Inch Concrete Pipe	60 lin. ft.	6.50	390.00
36-Inch Concrete Pipe	66 lin. ft.	8.50	561.00
48-Inch Concrete Pipe	100 lin. ft.	12.50	1,250.00
8-Inch Perforated Metal Drain Pipe	830 lin. ft.	2.50	2,075.00
Special Backfill in Drains	200 cu. yds.	5.00	1,000.00
Salvaging Culvert Pipe	35 lin. ft.	3.50	122.50
Class "A" Concrete	50 cu. yds.	65.00	3,250.00
Metal Reinforcement	7,100 lbs.	0.15	1,065.00
Concrete Manholes	2 only	300.00	600.00
Concrete Inlets, Type "D"	4 only	100.00	400.00
Adjustment of Catch Basins	1 only	75.00	75.00
Reconstruction of Manholes	1 only	200.00	200.00
Metal Guard Rail	4,700 lin. ft.	2.75	12,925.00
Metal Sight Posts, Single Reflector	130 only	3.50	455.00
Coarse Crushed Material in Base	133,800 tons	1.48	198,024.00
3/4" - 0 Material in Base	17,400 tons	1.60	27,840.00

Sprinkling	2,500	M-gal.	$ 2.50	$ 6,250.00
Preparation of Base	3.45	miles	150.00	517.50
3/4" - 0 Material in Binder Course	800	tons	2.85	2,280.00
Furnishing and Placing Aggregates	1,740	tons	2.50	4,350.00
RC-3 Asphalt	95	tons	40.50	3,847.50
120-150 Asphalt	120	tons	40.00	4,800.00
RS-1 Asphalt	36	tons	45.00	1,620.00
Asphaltic Concrete Mixture	14,200	tons	3.70	52,540.00
85-100 Asphalt in Mixture	850	tons	30.00	25,500.00
Extra for Asphaltic Concrete Approaches	36	only	30.00	1,080.00
Asphaltic Concrete Traffic Markers	1,300	lin. ft.	1.00	1,300.00
				$497,258.50
Seeding and Mulching	All	Required		4,800.00
Signing	All	Required		2,000.00
Flagging (57½% of Contractor's Cost)	All	Required		4,000.00
		Subtotal		$508,058.50
		10% Engr. & Cont.		50,805.85
		Total		$558,864.35

Length of Roadway	3.443 Miles
Length of 1 Structure	0.000 Miles (Exceptions)
Total Length	3.443 Miles
Cost of Roadway Per Mile	$162,319.00

Federal "DF" Funds	$416,900.00
Federal "LF" Funds	87,700.00
State Funds	54,264.35
	$558,864.35

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. DF-73(~~13~~)
15

MIDDLETON-YAMHILL COUNTY LINE SECTION
OF THE PACIFIC HIGHWAY WEST in
WASHINGTON AND YAMHILL COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 4, 1958

Type Code 6201

Roadway (Sta. 446+00 to Sta. 457+00)(Sta. 483+00 to Sta. 541.50)(Sta. 543+00 to Sta. 655+50)

Clearing and Grubbing	All	Required		$ 30,000.00
Removal of Pavement	3,900	cu. yds.	$ 0.60	2,340.00
Removal of Catch Basin	1	only	20.00	20.00
Drainage Excavation, Unclassified	1,600	cu. yds.	3.00	4,800.00
General Excavation, Unclassified	209,000	cu. yds.	0.32	66,880.00
Short Overhaul	912,000	yd. stas.	0.01	9,120.00
Long Overhaul	25,100	C-yd. stas.	0.35	8,785.00
Finishing Roadbed and Slopes	3.45	miles	1,200.00	4,140.00
Rounding Cutbanks	10,600	lin. ft.	0.20	2,120.00
18-inch Corrugated Metal Pipe	70	lin. ft.	5.00	350.00
24-inch Perforated Corrugated Metal Pipe	120	lin. dt.	7.50	900.00
24-inch Perforated Corrugated Metal Pipe, 12 Gage	110	lin. ft.	8.00	880.00
12-inch Concrete Pipe	2,700	lin. ft.	2.50	6,750.00
18-inch Concrete Pipe	2,100	lin. ft.	4.50	9,450.00
24-inch Concrete Pipe	360	lin. ft.	6.00	2,160.00
30-inch Concrete Pipe	60	lin. ft.	8.50	510.00
36-inch Concrete Pipe	66	lin. ft.	10.00	660.00
48-inch Concrete Pipe	100	lin. ft.	15.00	1,500.00
8-inch Perforated Metal Drain Pipe	830	lin. ft.	2.50	2,075.00
Special Backfill in Drains	200	cu. yds.	6.00	1,200.00
Salvaging Culvert Pipe	35	lin. ft.	2.50	87.50
Class "A" Concrete	50	cu. yds.	60.00	3,000.00
Metal Reinforcement	7,100	lbs.	0.15	1,065.00
Concrete Manholes	2	only	300.00	600.00
Concrete Inlets, Type "D"	4	only	90.00	360.00
Adjustment of Catch Basin	1	only	25.00	25.00
Reconstruction of Manholes	1	only	100.00	100.00
Metal Guard Rail	4,700	lin. ft.	3.00	14,100.00
Metal Sight Posts, Single Reflector	130	only	5.00	650.00
Coarse Crushed Material in Base	133,800	tons	1.50	200,700.00
3/4" - 0 Material in Base	17,400	tons	1.60	27,840.00

Sprinkling	2,500	M-gals.	$ 3.00	$ 7,500.00
Preparation of Base	3.45	miles	250.00	862.50
3/4" - 0 Material in Binder Course	800	tons	3.00	2,400.00
Furnishing and Placing Aggregates	1,740	tons	3.00	5,220.00
RC-3 Asphalt	95	tons	44.00	4,180.00
120-150 Asphalt	120	tons	44.00	5,280.00
RS-1 Asphalt	36	tons	46.00	1,656.00
Asphaltic Concrete Mixture	14,200	tons	4.20	59,640.00
85-100 Asphalt in Mixture	850	tons	32.00	27,200.00
Extra for Asphaltic Concrete Approaches	36	only	30.00	1,080.00
Asphaltic Concrete Traffic Markers	1,300	lin. ft.	1.00	1,300.00
				$519,486.00
Seeding and Mulching	All	Required		4,800.00
Signing	All	Required		2,000.00
Flagging (57½% of Contractor's Cost)	All	Required		4,000.00
		Subtotal		$530,286.00
		10% Engr. & Cont.		53,028.60
		Total		$583,314.60

Length of Roadway	3.443 Miles
Length of 1 Structure	0.000 Miles (Exception)
Total Length	3.443 Miles
Cost of Roadway Per Mile	$169,420.44

Federal "DF" Funds	$435,000.00
Federal "LF" Funds	91,500.00
State Funds	56,814.60
	$583,314.60

A

RECEIVED
OCT 23 1958
FOR FILING
[illegible]
5338

October 22, 1958

Mr. L. R. Smith, Supt.
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5338 and plans for grading and paving work on the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington and Yamhill Counties.

Plans call for railroad line revision, embankment construction and some required drainage work between R. R. Stations 1020+50 and 1029+50 as shown on sheet 5 of the plans. No work is to be performed between highway Stations 541+50 and 543+00 which would interfere with your existing facilities; grading and paving work within these limits to be performed under a separate structural contract after the new overcrossing structure is completed and railroad traffic diverted over the new line.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other of your company's property which might be damaged by the contractor's operations, also, that he shall furnish protective and liability insurance of the kinds and in the amounts indicated on page 39 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSousa

Mr. W. M. Jeckle, Chief Engr.
Southern Pacific Co.
65 Market St.
San Francisco 5, Calif.

RECEIVED
OCT 21 1958
FOR FILING
[illegible] 73 (13)

5338

October 20, 1958

Fred H. Slate Co. and
E. C. Hall Co.
11655 S. W. Barbur Blvd.
Portland 23, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958 accepted your proposal for grading and paving the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington County for the sum of $497,258.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5338.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Tom Edwards
S. H. Probert
R. G. Savage
Mr. Lowell Richards
Pacific Builder & Engineer, Inc

NOTED
J. Mc C.

ESTIC SERVICE	
Check the class of service desired; otherwise this message will be sent as a fast telegram	
TELEGRAM	
DAY LETTER	
NIGHT LETTER	

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE	
Check the class of service desired; otherwise the message will be sent at the full rate	
FULL RATE	
LETTER TELEGRAM	
SHORE-SHIP	

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 20, 1958

Fred H. Slate Co. and
E. C. Hall Co.
11655 S. W. Barbur Blvd
Portland 23, Oregon

Contract for Middleton-Yamhill County Line Section of Pacific Highway West, Washington County for which you submitted low bid on August 26, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc Confirmation
Accounting
Files
C. W. Head

RECEIVED
OCT 22 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0

5338

October 20, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry have been acquired for Oregon Project DF-73(13), Middleton-Yamhill County Line Section of Pacific Highway West, we hereby concur as of this date in award of contract No. 5338 to Fred H. Slate Co. & E. C. Hall Co. of Portland, Oregon, low bidder in the amount of $497,258.50 at the August 26, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By: A. F. Bester
A. F. Bester
Acting Division Engineer

Copy to [illegible]

FILED
FORREST COOPER

RECEIVED
OCT 21 1958
FOR FILING

DF-73(13)

5338

October 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading and paving work on the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington County, Project DF-73(13), to the Fred H. Slate Co. & E. C. Hall Co. of Portland, Oregon, on the basis of the bid of $497,258.50 submitted on August 26, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
OCT 22 1958
FOR FILING

FF 73(15)

5338

October 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 11, 1958, on Contract No. 5338, Middleton-Yamhill County Line Section, in Washington and Yamhill Counties, in Connection with Federal Aid Project No. FF-73(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

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OCT 21 1958
FOR FILING

DF-73 (13)

Southern Pacific Company
UNION STATION, PORTLAND 9, OREGON

L. R. SMITH
SUPERINTENDENT

IN REPLY PLEASE REFER TO

5338

[illegible]
[illegible] Engineer
[illegible] Highway Department
[illegible]

Attention: Mr. [illegible] Paxson
[illegible] Engineer

Dear Sir:

[illegible]

[illegible]

[illegible]

Yours truly,

L R Smith

Middleton-Tualatin Co Line 99W
original to Bridge dept.

P16407D

NOTED

RECEIVED
OCT 10 1958
FOR FILING

DF 73-12

5338

October 9, 1958

Mr. L. R. Smith
Superintendent
Southern Pacific Company
Union Station
Portland 9, Oregon

Dear Sir:

We have taken bids on the grading of the Pacific Highway West on both sides of the existing Votaw undercrossing of your Newberg Branch. As a part of this grading contract, we will make the embankment for the new structure which is to carry your railroad on the revised alignment.

This will involve working on your right of way at each end of this new alignment, specifically in the vicinity of your Station 1022 and again on the other end of the line change at your Station 1028.

Our contractor will provide the customary insurance protecting the Railroad Company. In order that we may get working on the job, it is requested that we be granted a permit of entry on your right of way to make this embankment.

The removal of the existing railroad structure and the grading of the highway through the old structure is not a part of the present grading contract but will be included in the future contract for the new structure.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
SEP 19 1958
FOR FILING
DT-73-[illegible]
[illegible]238

September 18, 1958

Mr. L. R. Smith, Sup't.
Southern Pacific Co.
Union Station
Portland 9, Oregon

Dear Sir:

In checking our records we find that we failed to send you copies of the special provisions and plans for grading and paving work on the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington and Yamhill Counties, bids for which were received in Salem on August 26, 1958. We therefore are mailing same under separate cover as of this date. Copies of the contract will be mailed when the project is awarded.

Plans call for railroad line revision, embankment construction, between R. R. Stations 1020+50 and 1029+50 as shown on sheet 5 of the plans, and some required drainage work. No work, under this contract is to be performed between highway stations 541+50 and 543+00 which would interfere with your existing facilities, grading and paving work within these limits to be performed under a separate structural contract after the new overcrossing structure is completed and railroad traffic diverted over the new line.

Provisions call for the contractor to protect your company's tracks, facilities, communication lines and any other property at your company which might be damaged by the contractor's operations; also, that he shall furnish protective and liability insurance of the kinds and in the amounts indicated on page 39 of the special provisions.

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. B. Probert
Office Engineer

cc: G. S. Paxson
J. W. De Sousa

Mr. W. H. Jackle, Chief Engr.
Southern Pacific Co.
65 Market St.
San Francisco 5, Calif.
DBP:maj

flcase

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SEP 5 - 1958
FOR FILING
19E-73(13)

5338

September 3, 1958

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing for the records and files of Washington County a fully executed copy of a throughway agreement between the State Highway Commission and Washington County covering the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By______________________________
Floyd Query, Assistant Secretary

rn
Enc.

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SEP 4 - 1958
FOR FILING

19F-7-([illegible])

5[illegible]

P

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Salem, Oregon
September 3, 1958

Throughway Agreement, Washington Co.
Middleton-Yamhill County Line Section
Pacific Highway West

Mr. C. G. Swenson
City & County Relations Dept. Engineer
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a throughway agreement with Washington County covering the Middleton-Yamhill County Line Section of the Pacific Highway West in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Washington County.

Assistant Secretary

rn
Attach: 1

JEC

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1958

SUBJECT: Throughway Agreement
Middleton-Yamhill County Line Section
Pacific Highway West
Washington County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of the subject named agreement. Two copies have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The Highway Commission approved the project 10/31/57 and 5/8/58.

John D. Graham
John D. Graham
Office Engr., County and City Relations

JDG:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Aug 22, 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 10-31-57 Minute Page 29066 + 5-8-58 min. page 49
Floyd Query
ass't Secretary

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AUG 13 1958
FOR FILING

COMMISSIONERS
E. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 15, 1958

West Coast Telephone Company
315 Cedar Street
Beaverton, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Middleton-Yamhill County Line Section
Pacific Highway West
Washington & Yamhill Counties

Gentlemen:

Bids on the above titled project will be received in the near future and certain of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as soon as may be practicable.

The adjustment involves the relocation of several poles on the southeasterly side of the highway near Station 450, the existing line being on State right of way under the terms of Permit No. 4136, dated May 5th, 1953; the relocation of a two-wire joint contact with the Portland General Electric Company along the county road from Station 571 to 592; and relocation of facilities jointly owned with the Pacific Telephone and Telegraph Company on the northwesterly side of the highway from Station 640 to 655, the existing joint facility being on State right of way under the terms of Permit No. 866, dated September 23, 1937.

In view of the fact that these facilities are located on State highway right of way, it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. Lowell Johnston, Box 4699, Sellwood Station, Portland 2, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. F. W. Farrar
Mr. Lowell Johnston

NOTED
FORREST COOPER

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1 1958
OFFICE OF
STATE [illegible] ENGINEER

FORM E-123-X 25M 5-58

COMMISSIONERS

M. K. McIVER, CHAIRMAN
PORTLAND

ROBERT B. CHESSMAN, MEMBER
ASTORIA

KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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AUG 18 1958
FOR FILING

20F 75(03)

5384

August 15, 1958

Portland General Electric Company
Electric Building
Portland 5, Oregon

Re: Portland General Electric Company
Power Line Adjustment
Middleton-Yamhill County Line Section
Pacific Highway West
Washington and Yamhill Counties

Gentlemen:

Bids on the above titled project will be received in the near future and certain of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as soon as may be practicable.

The adjustment involves relocation on the northwesterly side of the highway from Stations 487 to 541; relocation along the county road from Stations 571 to 592; and relocation on the southeasterly side of the highway between Stations 628 and 655. The existing line is on county right of way and on State right of way under the terms of Permit No. 2093, dated December 8, 1945, and Permit No. 858, dated February 26, 1937.

In view of the fact that these facilities are located on State highway right of way, it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. Lowell Johnston, Box 4469, Sellwood Station, Portland, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. Tom Edwards
Mr. A. G. Skelton
Mr. F. W. Farrar
Mr. Lowell Johnston

NOTED

RECEIVED
AUG 15 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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AUG 1 1958
FOR FILING

-1303(13)

53

August 14, 1958

Pacific Telephone and Telegraph Company
509 S. W. Oak Street
Portland 4, Oregon

Re: Pacific Telephone & Telegraph Co.
Telephone Line Adjustments
Middleton-Yamhill County Line Section
Pacific Highway West
Washington and Yamhill Counties

Gentlemen:

Bids on the above titled project will be received in the near future and certain of your facilities must be adjusted in order to accommodate the highway construction. It is requested that you proceed with the work as soon as may be practicable.

The adjustment involves the moving or protection of a buried cable between Engineer's Stations 541+50 and 545, and between Engineer's Stations 592 and 596. The existing overhead cable must be relocated between Stations 596 and 636.

All of these facilities are located on State highway right of way under the terms of Permit No. 866, dated September 23, 1937, so that it will be your obligation to make the necessary adjustments without reimbursement.

Further details of the work may be secured from Mr. Lowell Johnston, Box 4699, Portland 2, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper
Mr. A. G. Skelton
Mr. F. W. Farrar
Mr. Lowell Johnston

NOTED

RECEIVED
1958
ENGINEER

FORM E-123-X 25M 5-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

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FOR FILING
19F-73(13)
5338

August 13, 1958

Northwest Natural Gas Company
Public Service Building
Portland 4, Oregon

Re: Northwest Natural Gas Company
Gas Main Adjustment
Middleton-Yamhill Co. Line Section
Pacific Highway West
Washington and Yamhill Counties

Gentlemen:

Bids on the above titled project will be received as soon as the present unsettled conditions in the heavy construction industry have reached some sort of a satisfactory solution permitting the Highway Commission to receive competitive bids on a basis of known labor cost factors. Certain of your facilities on the project must be adjusted in order to accommodate the highway construction, and it is requested that you proceed with the work as soon as practicable.

The adjustment involves revision of your existing main which conflicts with the construction between Highway Stations 540 to 547; Stations 570 to 595; and Stations 626 to 655.

This line is on county road right of way and on state highway right of way under the terms of Permit No. 1795, dated May 8, 1944, so that it will be your obligation to do the necessary work without reimbursement.

Further details of the work may be secured from Mr. Lowell Johnston, Box 4699, Portland 2, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. L. H. Young
Mr. Forrest Cooper ✓
Mr. A. G. Skelton
Mr. F. W. Farrar
Mr. Lowell Johnston

NOTED
FORREST COOPER

RECEIVED
AUG 14 1958
OFFICE OF
[illegible] HIGHWAY ENGINEER

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

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FOR FILING

File ✓

DF-73(13)

5.38

When replying, refer to:
08-35.4

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-73(13)
Middleton-Yamhill County Line Sec.
Pacific Highway West

Dear Sir:

We have today approved P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Our approval is conditioned upon your submission of a satisfactory State-Railroad agreement.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

RECEIVED
AUG 6 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 21 1958
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[illegible]

February 20, 1958

Oregon State Highway Commission

Gentlemen:

The survey has been completed from Middleton junction to Rex Hill near the Washington-Yamhill County line on US99W in Washington County. While this project is not scheduled for immediate letting due to the fact that 1960 moneys will not be allocated until December of 1958, it would be advantageous if the survey were adopted and permission obtained for acquisition of right of way when funds are available. In the meantime, plans could be completed as time allowed.

I am attaching a map on which the rough details of the route and cross section are shown and ask your approval.

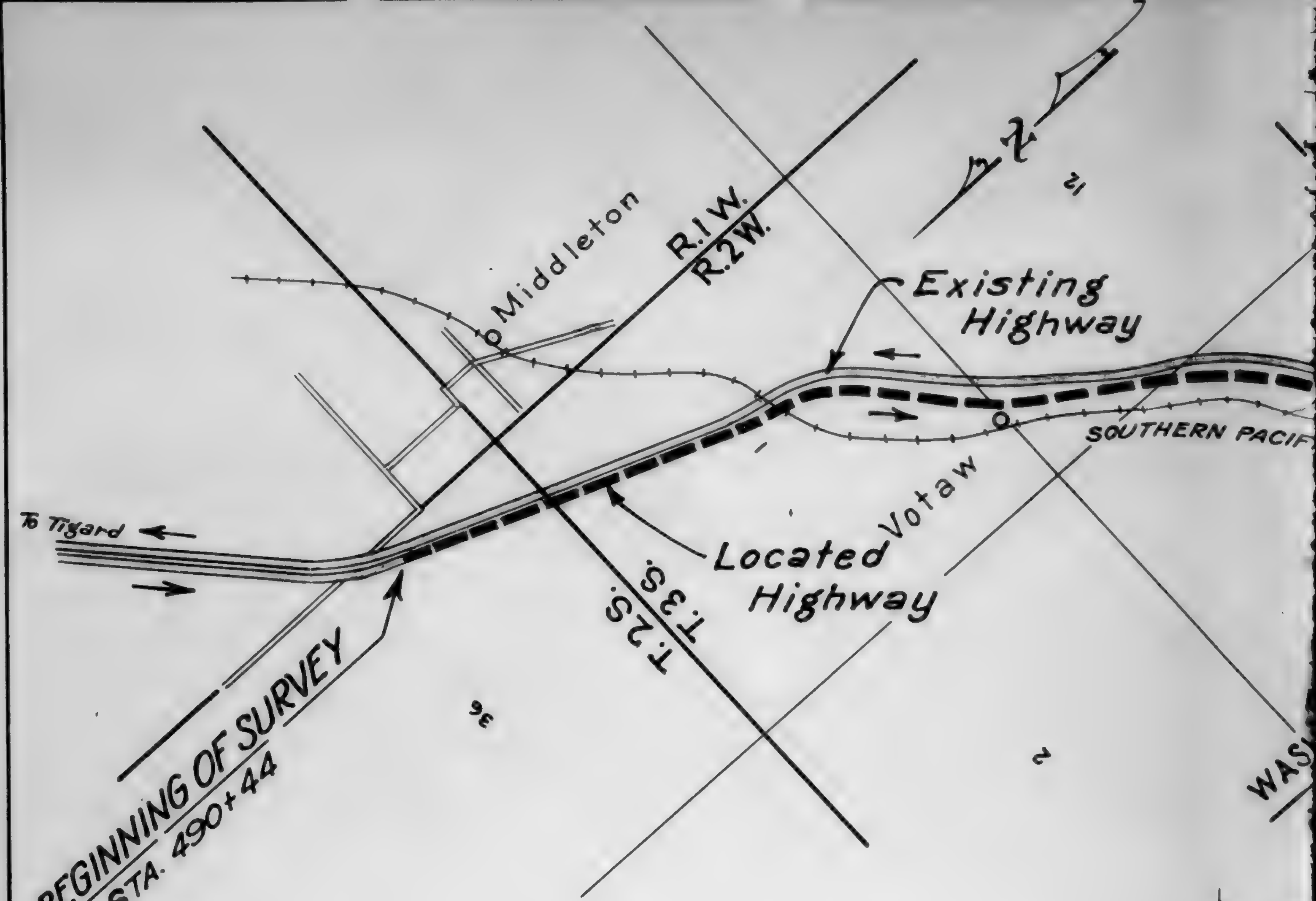
The matter will be on the agenda for your consideration at the meeting February 27-28.

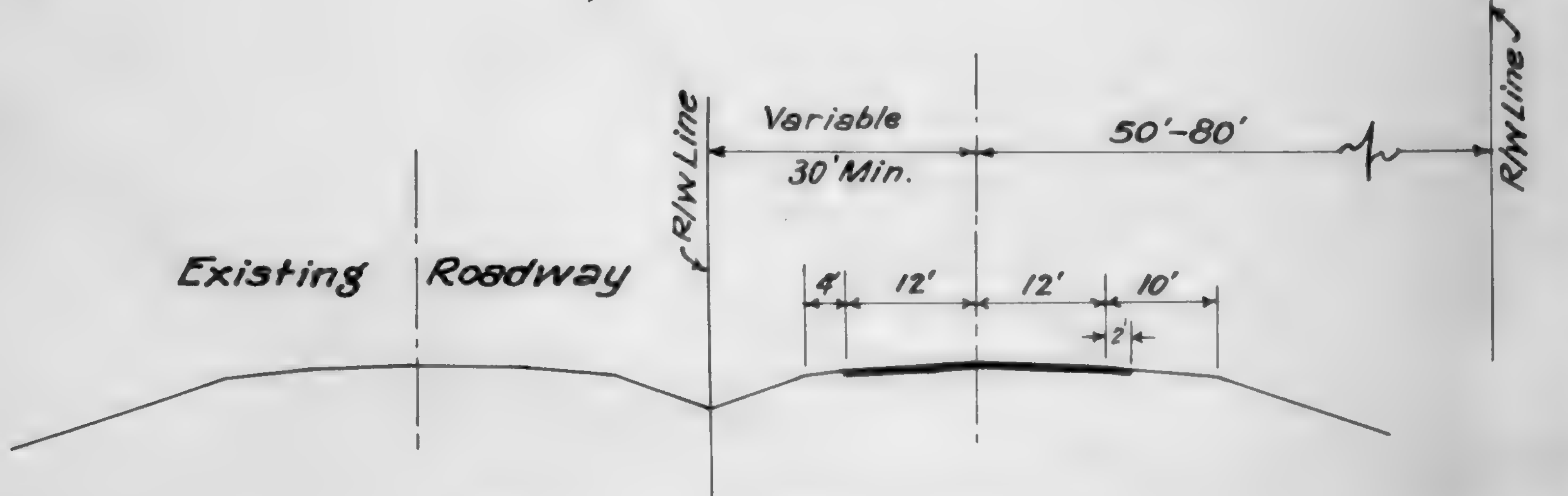
Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. R. L. Porter

FC:me fn

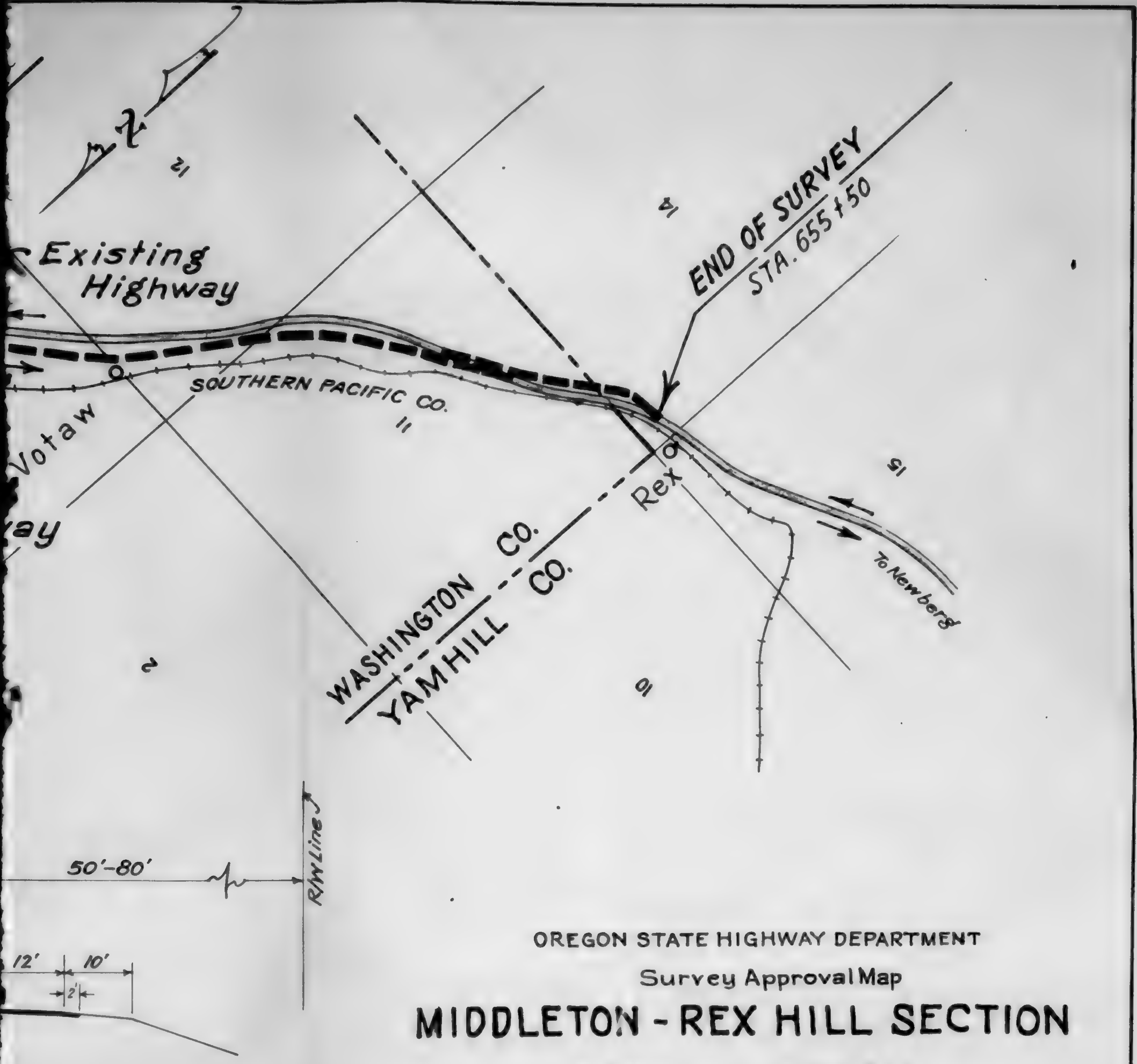

Middleton
R.1W.
R.2W.
Existing Highway
Located Highway
Votaw
SOUTHERN PACIF
T.2S.
T.3S.
To Tigard
BEGINNING OF SURVEY
STA. 490+44
WAS
12
36
2


R/W Line
Variable
30' Min.
50'-80'
R/W Line
Existing
Roadway
4'
12'
12'
10'
2'

TYPICAL SECTION

APPR
DEPUTY STATE H
Date..... FEB

IR-5-1109



Existing Highway
12
14
END OF SURVEY
STA. 655+50
SOUTHERN PACIFIC CO.
Votaw
ay
11
15
Rex
WASHINGTON CO.
YAMHILL CO.
To Newberg
2
10
50'-80'
R/W Line
12'
10'
2'

OREGON STATE HIGHWAY DEPARTMENT

Survey Approval Map

MIDDLETON - REX HILL SECTION

PACIFIC HIGHWAY WEST

Washington & Yamhill Co's.

Scale 1" = 2000' Feb. 1958

DWG. NO. IR-5-1109

APPROVED

DEPUTY STATE HIGHWAY ENGINEER

Date FEB 1 5 1958

For Details See Dwg's No. 4B-21-25 & 26, Jan., 1958

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1958

SUBJECT: Survey Approval Map
Middleton-Rex Hill Section
Pacific Highway West

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Building

I am attaching 8 copies of the survey approval map of the above section for Commission action.

Tom Edwards
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

DJB:fp

Attachments.

RECEIVED
FEB 4 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 23 1958
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[illegible]

[illegible]

January 21, 1958

Mr. Paul Dent, Publisher
Newberg Graphic
Newberg, Oregon

Dear Mr. Dent:

I am pleased to give you the following information relative to the Highway Commission's plans for continuation of the improvement on the Pacific Highway West from Middleton southerly toward Rex Hill.

The Highway Commission on October 31, 1957 adopted an additional one-year construction program to be performed during the year 1959. The sum of $530,000 was allocated to continue the four-laning of US99W southerly from Middleton to the Washington County line.

It is expected that funds will be allocated by the Congress in December of this year, and we are hopeful that our plans will be in such shape that we may be able to award contracts for the improvement above mentioned shortly after the first of January next.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

Highway Construction In Newberg Vicinity Totals $3 Million Cost

Current highway construction underway or scheduled for early part of 1958 by the Oregon state highway commission includes approximately $3,000,000 worth of expenditures in the vicinity of Newberg.

Of this, about $2,000,000 is for work on the Newberg-Gear's corner section of the Hillsboro-Silverton highway in connection with construction of a new bridge across the Willamette river. Another $1,000,000 is for the construction in the Dayton-Lafayette area.

Hillsboro-Silverton highway in Marion and Yamhill counties, $480,000.

Hillsboro-Campbells Bridge section: Grading and paving, Hillsboro-Silverton highway in Washington county, $475,000.

Other Nearby Projects

Among the larger [illegible] noteworthy of the high[illegible]provement projects on which work has been done in 1957 were the following:

Forest Grove-Hillsboro Section of Tualatin Valley Highway: Fourlaning of the 5.1 mile section between Forest Grove and Hillsboro began with the contracting of the Cornelius-Hillsboro unit in April 1956. Paving on that unit was completed on August 15, 1957, and contract for the remaining unit, Forest Grove to Cornelius, was awarded in December, 1957. The length of the project is 5.1 miles. It cost is estimated at $870,000.

Valley Junction-Sheridan of Star Route 18: This section, 9.5 miles in length is being built on new location and is to be of two-lane construction with controlled access. The east unit, 6.4 miles in length, extending from Sheridan to Wallace Bridge, was completed and opened to traffic on November 25, 1957. The remaining portions of the project is in process of construction and is expected to be ready for traffic late in 1958. The cost estimate for the project is $2,250,000.

The state highway department reports that there has been more highway construction contracted in 1957 than any other year in the history of the organization. $39,900,000 has been contracted as contrasted to two other high years: $38,000,000 in 1953 and $25,700,000 in 1956. Actual construction work performed and paid for during the year will total about $35,700,000 as compared with $34,760,000 in 1954, another high year.

Construction work performed and paid for during 1957 amount to $35,700,000. Contracts awarded during 1957 totaled $39,900,00. Construction work under contract, but unperfomed at the end of 1957, will appoximate $28,000,000, and plans are being completed for an additional $4,300,000 of work to be contracted during January.

Highway Construction In Newberg Vicinity Totals $3 Million Cost

Current highway construction underway or scheduled for early part of 1958 by the Oregon state highway commission includes approximately $3,000,000 worth of expenditures in the vicinity of Newberg.

Of this, about $2,000,000 is for work on the Newberg-Gearin corner section of the Hillsboro-Silverton highway in connection with construction of a new bridge across the Willamette river. Another $1,000,000 is for the construction in the Dayton-Lafayette area.

Hillsboro-Silverton highway in Marion and Yamhill counties, $480,000.

Hillsboro-Campbells Bridge section: Grading and paving, Hillsboro-Silverton highway in Washington county, $475,000.

Other Nearby Projects

Among the larger and more noteworthy of the highway improvement projects on which work has been done in 1957 were the following:

Forest Grove-Hillsboro Section of Tualatin Valley Highway: Four-laning of the 5.1 mile section between Forest Grove and Hillsboro began with the contracting of the Cornelius-Hillsboro unit in April 1956. Paving on that unit was completed on August 15, 1957, and contract for the remaining unit, Forest Grove to Cornelius, was awarded in December, 1957. The length of the project is 5.1 miles. It cost is estimated at $870,000.

Valley Junction-Sheridan of Stat Route 18: This section, 9.5 miles in length is being built on new location and is to be of two-lane construction with controlled access. The east unit, 6.4 miles in length, extending from Sheridan to Wallace Bridge, was completed and opened to traffic on November 25, 1957. The remaining portions of the project is in process of construction and is expected to be ready for traffic late in 1958. The cost estimate for the project is $2,250,000.

The state highway department reports that there has been more highway construction contracted in 1957 than any other year in the history of the organization. $39,900,000 has been contracted as contrasted to two other high years: $38,000,000 in 1953 and $25,700,000 in 1956. Actual construction work performed and paid for during the year will total about $35,700,000 as compared with $34,700,000 in 1954, another high year.

Construction work performed and paid for during 1957 amount to $35,700,000. Contracts awarded during 1957 totaled $39,900,00. Construction work under contract, but unperfomed at the end of 1957 will appoximate $28,000,000, and plans are being completed for an additional $4,300,000 of work to be contracted during January.

Highway Construction In Newberg Vicinity Totals $3 Million Cost

Current highway construction underway or scheduled for early part of 1958 by the Oregon state highway commission includes approximately $3,000,000 worth of expenditures in the vicinity of Newberg.

Of this, about $2,000,000 is for work on the Newberg-Gearin corner section of the Hillsboro-Silverton highway in connection with construction of a new bridge across the Willamette river. Another $1,000,000 is for the construction in the Dayton-Lafayette area.

In addition there is an appropriation for nearly $500,000 for grading and paving on the Hillsboro-Newberg highway in Washington county.

Total construction underway or in immediate prospect for the tri-county area immediately adjacent to Newberg, therefore, totals approximately $3,500,000.

This compilation does not include $2,250,000 estimated as cost of the Valley Junction-Sheridan section of state route 18 or $870,000 as the estimated cost of a five mile project between Forest Grove and Hillsboro of the Tualatin Valley highway.

The breakdown for projects in the tri-county area in close proximity to Newberg is as follows:

Projects Started

Projects involving costs in excess of $200,000, completed or constructed in major part during 1957 are as follows:

Newberg-Gearin Corner section: Bridge and grading, Hillsboro-Silverton highway in Marion and Yamhill counties, $1,505,000.

East unit, McMinnville Airport-Dayton Junction section: Bridge, two grade separation on structures, grading and paving, Three Mile Lane highway in Yamhill county, $785,000.

Yamhill river (Lafayette) bridge section: Bridge grading and stone base, Lafayette, South county road in Yamhill county, $209,000.

New Construction

Projects involving costs in excess of $200,000 contracted late in 1957 or scheduled for contracting in 1958 include:

Newberg-Gearin Corner section: North unit, grading and paving, Hillsboro-Silverton highway in Marion and Yamhill counties, $480,000.

Hillsboro-Campbells Bridge section: Grading and paving, Hillsboro-Silverton highway in Washington county, $475,000.

Other Nearby Projects

Among the larger and more noteworthy of the highway improvement projects on which work has been done in 1957 were the following:

Forest Grove-Hillsboro Section of Tualatin Valley Highway: Fourlaning of the 5.1 mile section between Forest Grove and Hillsboro began with the contracting of the Cornelius-Hillsboro unit in April 1956. Paving on that unit was completed on August 15, 1957, and contract for the remaining unit, Forest Grove to Cornelius, was awarded in December, 1957. The length of the project is 5.1 miles. It cost is estimated at $870,000.

Valley Junction-Sheridan of Star Route 18: This section, 9.5 miles

Newberg GRAPHIC

OFFICIAL NEWSPAPER OF YAMHILL COUNTY

PUBLISHERS - KING CADY - PAUL DENT
PHONE 1781 - NEWBERG, OREGON

January 17, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

NOTED
W. C. WILLIAMS

Dear Mr. Williams:

The Oregon State Highway Commission, under date of December 24, 1957, issued a lengthy summary of projects completed during 1957 and planned for 1958. (Identified as form 57-162-S). From this press release, we prepared the news story, of which clipping is inclosed.

We noted at that time that there was no mention of the Middleton-Rex section of Pacific Highway West, 99- W, nor of the four-lane construction between Middleton and Tigard. At least we could not find such mention, after diligent search.

The Graphic therefore would be interested in any information which you could give us regarding completing of the Middleton-Rex section in particular and related planning regarding highway construction between Newberg and Portland. The community's interest in this was shown when a delegation from our Chamber of Commerce attended a meeting of the commission earlier in the year.

Thank you very much for your consideration.

Sincerely yours,

Paul Dent

PAUL DENT
Publisher,
Newberg Graphic

RECEIVED
JAN 20 1958
OREGON
STATE HIGHWAY COMMISSION

I-5-4(20) Linn Co. Line-McKenzie 1958
198 River Sec. of Pacific Hwy.
#5339 (Grading)

9

RECEIVED
NOV 23 1962
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5[illegible]

November 21, 1962

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Re: Oregon Project I-5-4(20)198
Linn Co. Line-McKenzie River
Pacific Highway, Lane County
Contract No. 5339

Dear Sir:

We are submitting for your further consideration three copies of reclaim voucher covering an item listed in your schedule of exceptions as Number 7 under your final voucher audit for this project, in the amount of $4,759.43. A rebuttal statement, likewise is being submitted, consisting of a letter from our Construction Office.

The letter from our Construction Office discusses the item cited by your audit and gives additional information for your use in reconsidering a portion of this excepted item.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:lt

Enc.

9

RECEIVED
OCT 3 1962
FOR FILING
I-5-4(20)198
5339

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1962

SUBJECT: Citation from BPR
Linn Co. Line-McKenzie River
Pacific Highway
Contract: 5339

To: Mr. L. H. Young
Office Engineer
BUILDING

Reference is made to the attached citation from the Bureau of Public Roads covering a portion of Extra Work Order #1 on the Linn County Line-McKenzie River Contract, No. 5339, Oregon I-5-4(20)198.

We have been cited because work had been done prior to the official date of November 12, 1958. A review of this matter and also a discussion with the Area Engineer of the Bureau of Public Roads has been made. It is found that this project was inspected by the Area Engineer on October 29, 1958, but the work order was submitted to the Bureau of Public Roads October 30 for approval and received in their office October 31. As evidenced by the date stamped by both their and our approved copy, this order lay in their office until that date, until formal approval, and during that period of time we had spent $5,251.02 which we believe should be eligible for participation, even though formal approval was not granted until November 12. In the discussion with the Area Engineer, the fact was brought out that he was familiar with the Extra Work Order and knew of no reason why reimbursement should not be made.

It is suggested that the matter be re-opened and participation be requested from the Bureau of Public Roads.

RECEIVED
OCT 2 1962
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

by

F. B. Klaboe
Ass't Construction Engineer

NOTED
R. L. PORTER

EAP:db
Attach.
cc Porter

RECEIVED
[illegible] 1962
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

September 17, 1962

A. W. Parsons, Division Enbineer
Salem, Oregon

08-35.5

By:
L. R. Backlund
Administrative Manager

Oregon Project I-5-4(20)198
Linn Co. Line-McKenzie River Section
Voucher No. 13-Final
Net amount claimed $128,814.00

The subject voucher has been approved in the reduced amount of $121,741.00. Deduction has been made in accordance with the attached Schedules of Exceptions Nos., 1, 2, 4, 5, 6, 7, 8, 9, 10, and 11.

Total amount of deductions	$7,656.48
Federal Aid pro-rata	92.38%
Net deduction in even dollars	7,073.00

In the event you disagree with the deductions made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attachments

original To Young
with attachments
9-18-62

NOTED
R. L. PORTER

11-13-61

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V 15 1961
11/17

Project report number
10
FOR FILING

I-5-4(20)198
5339

Fo R-2A
(5-..-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

ate **Oregon**

County **Lane**

Project number **I-5-4(20)198**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **April 23**, 19**59**, is hereby modified as follows:

Revised estimated total cost of project	$ **1,303,045.00**
Revised Federal funds	$ **1,196,425.00**

Other revisions
None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **November**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

November 7, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Linn County Line-McKenzie River Section, Project Number I-5-4(20)198.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

[illegible] 5339

RECEIVED ... 59 FOR FILING

Monthly Transaction No. 4-105	2 (5-49-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
		County **Lane**
Project Report No. I 5 4 (20)198	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-5-4(20)198**

5339

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini
Linn County Line to McKenzie River
(Linn County Line-McKenzie River Section) on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	8-25-58	6.077
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 1,275,217	$ 1,177,000

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(title)

By ____________________

____
(title)

By ____________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C.G. Polk
C. G. Polk
Division Engineer

Date executed by Division Engineer **April 23, 1959**

USComm-DC 11169

April 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Linn County Line-McKenzie River Section, Project No. I-5-4(20)198.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RMC:ia

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Linn County Line-McKenzie River Section, Project No. I-5-4(20)198.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project No. I-5-4(20)198

LINN COUNTY LINE-MCKENZIE RIVER SECTION OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 4, 1958

Type Code 0010
Roadway (Sta. 13+38.17 to Sta. 335+70)
(Contract No. 5339)

Clearing and Grubbing	All	Required	$	$ 50,000.00
Drainage Excavation, Unclassified	3,970	Cu. Yds.	1.60	6,352.00
General Excavation, Unclassified	406,000	Cu. Yds.	0.95	385,700.00
Embankment in Place	800,000	Cu. Yds.	0.45	360,000.00
Truck Haul	768,000	Yd. Mile	0.11	84,480.00
Furnishing and Placing Topsoil	6,600	Cu. Yds.	0.75	4,950.00
Finishing Roadbed and Slopes	All	Required		8,000.00
12-Inch Concrete Pipe	640	Lin. Ft.	2.00	1,280.00
15-Inch Concrete Pipe	2,200	Lin. Ft.	3.30	7,260.00
18-Inch Concrete Pipe	700	Lin. Ft.	4.00	2,800.00
24-Inch Concrete Pipe	2,800	Lin. Ft.	5.50	15,400.00
30-Inch Concrete Pipe	350	Lin. Ft.	7.00	2,450.00
36-Inch Concrete Pipe	640	Lin. Ft.	9.00	5,760.00
42-Inch Concrete Pipe	940	Lin. Ft.	13.00	12,220.00
48-Inch Concrete Pipe	200	Lin. Ft.	16.00	3,200.00
15-Inch Culvert End Section	56	Only	55.00	3,080.00
18-Inch Culvert End Section	4	Only	66.00	264.00
24-Inch Culvert End Section	18	Only	88.00	1,584.00
Class "A" Concrete in Box Culverts	470	Cu. Yds.	52.00	24,440.00
Class "A" Concrete in Irrigation Structures	320	Cu. Yds.	66.00	21,120.00
Metal Reinforcement in Box Culverts	68,000	Lbs.	0.14	9,520.00
Metal Reinforcement in Irrigation Structures	35,000	Lbs.	0.16	5,600.00
18-Inch Coated Steel Pipe	130	Lin. Ft.	12.00	1,560.00
Type 2 Fence	4,000	Rods	5.50	22,000.00
Type 2 - 57" Fence	460	Rods	6.00	2,760.00
20' x 48" Metal Gates	6	Only	100.00	600.00
Loose Riprap	300	Cu. Yds.	4.00	1,200.00
Coarse Crushed Material in Base	8,800	Cu. Yds.	3.00	26,400.00
3/4" - 0 Material in Base	1,700	Cu. Yds.	3.20	5,440.00
3/4" - 0 Material in Cushion Course	3,000	Cu. Yds.	4.00	12,000.00
Sprinkling	1,440	M-Gals.	3.00	4,320.00
Preparation of Base	All	Required		300.00

3/4" - 0 Material in Binder Course	40 Cu. Yds.	$ 6.00	$ 240.00
Furnishing and Placing Aggregates	225 Cu. Yds.	6.00	1,350.00
RC-3 Asphalt	6 tons	65.00	390.00
120-150 Asphalt	18 Tons	65.00	1,170.00
RS-1 Asphalt	6 Tons	65.00	390.00
			$1,095,580.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding and Mulching	All Required		4,000.00
Adjustment of Irrigation Pipes	All Required		500.00
Work by Consumers Power, Inc.	All Required		16,400.00
Work by Pacific Telephone and Telegraph Company	All Required		600.00
Borrow Areas (550,000 Cu.Yds.)	All Required		10,000.00
	Subtotal		$1,128,080.00
	10% Engr. & Cont.		112,808.00
	Total		$1,240,888.00

Type Code 1028
Box Culvert (Sta. 93+13 to Sta. 93+38)
(Contract No. 5339)

Drainage Excavation, Unclassified	230 Cu. Yds.	$ 1.60	$ 368.00
Class "A" Concrete in Box Culverts	410 Cu. Yds.	52.00	21,320.00
Metal Reinforcement in Box Culverts	68,000 Lbs.	0.14	9,520.00
	Subtotal		$ 31,208.00
	10% Engr. & Cont.		3,120.80
	Total		$ 34,328.80

Length of Roadway	6.072 Miles
Length of 1 Structure	0.005 Miles
Length of 5 Structures	0.028 Miles (Exceptions)
Total Length	6.105 Miles
Cost of Roadway Per Mile	$202,550.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,240,888.00	$1,146,000.00	$94,888.80
Structures	34,328.00	31,000.00	3,328.80
	$1,275,216.80	$1,177,000.00	$98,216.80

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939.

State Funds for Maint.: Chapter 529, laws 1939.

Linn County Line-McKenzie River Section

Project No. I-5-4(20)198

Materials	$ 3,342.67	
Labor	14,483.81	
Salvage Credit	879.00	Credit
Betterment Credit	470.86	Credit
	$16,476.61	
Use	$16,400.00	

Estimate of cost of work by Pacific Telephone & Telegraph Company

Materials	$ 85.00
Labor	450.00
Equipment	40.00
Right of Way	5.00
Miscellaneous Expense	25.00
	$ 605.00
Use	$ 600.00

LINN COUNTY LINE-McKENZIE RIVER SECTION

Project No. I-5-4(20)195

Estimated costs of Borrow Areas necessary to complete construction.

R/W File No.	Description	Estimated Borrow	Total Cost
25188	Stuart Pit, Sta. 67 to Sta. 86	275,000 Cu.Yds.	$ 7,894.00
25280	Whitaker Pit, Sta. 169 to Sta. 192	275,000 Cu.Yds.	2,152.00
		550,000 Cu.Yds.	$10,046.00
		Use	$10,000.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(20)198

LINN COUNTY LINE-McKENZIE RIVER SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon August 22, 1958

Type Code 0010
Roadway (Sta. 13+38.17 to Sta. 335+70)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	3,970	cu. yds.	$ 3.00	11,910.00
General Excavation, Unclassified	406,000	cu. yds.	.87	353,220.00
Embankment in Place	800,000	cu. yds.	.46	368,000.00
Truck Haul	768,000	yd. mi.	.18	138,240.00
Furnishing and Placing Topsoil	6,600	cu. yds.	.75	4,950.00
Finishing Roadbed and Slopes	All	Required		12,000.00
12-inch Concrete Pipe	640	lin. ft.	2.50	1,600.00
15-inch Concrete Pipe	2,200	lin. ft.	3.50	7,700.00
18-inch Concrete Pipe	700	lin. ft.	4.50	3,150.00
24-inch Concrete Pipe	2,800	lin. ft.	6.00	16,800.00
30-inch Concrete Pipe	350	lin. ft.	8.50	2,975.00
36-inch Concrete Pipe	640	lin. ft.	10.00	6,400.00
42-inch Concrete Pipe	940	lin. ft.	12.50	11,750.00
48-inch Concrete Pipe	200	lin. ft.	15.00	3,000.00
15-inch Culvert End Section	56	only	35.00	1,960.00
18-inch Culvert End Section	4	only	50.00	200.00
24-inch Culvert End Section	18	only	70.00	1,260.00
Class "A" Concrete in Box Culverts	470	cu. yds.	50.00	23,500.00
Class "A" Concrete in Irrigation Structures	320	cu. yds.	60.00	19,200.00
Metal Reinforcement in Box Culverts	68,000	lbs.	.14	9,520.00
Metal Reinforcement in Irrigation Structures	35,000	lbs.	.14	4,900.00
18-inch Coated Steel Pipe	130	lin. ft.	10.00	1,300.00
Type 2 Fence	4,000	rods	5.50	22,000.00
Type 2 - 57" Fence	460	rods	6.50	2,990.00
20' x 48" Metal Gates	6	only	125.00	750.00
Loose Riprap	300	cu. yds.	4.00	1,200.00
Coarse Crushed Material in Base	8,800	cu. yds.	2.00	17,600.00
3/4" - 0 Material in Base	1,700	cu. yds.	2.25	3,825.00
3/4" - 0 Material in Cushion Course	3,000	cu. yds.	2.25	6,750.00
Sprinkling	1,440	M-Gal.	3.00	4,320.00
Preparation of Base	All	Required		300.00

3/4" - 0 Material in Binder Course	40 cu. yds.	4.00	160.00
Furnishing and Placing Aggregates	225 cu. yds.	4.00	900.00
RC-3 Asphalt	6 tons	55.00	330.00
120-150 Asphalt	18 tons	55.00	990.00
RS-1 Asphalt	6 tons	60.00	360.00
			$1,076,010.00
Flagging (57½% of Contractors Cost)	All Required		1,000.00
Seeding and Mulching	All Required		4,000.00
Adjustment of Irrigation Pipes	All Required		500.00
Work by Consumers Power, Inc.	All Required		1,500.00
Work by Pacific Power & Light Co.	All Required		2,000.00
Work by Pacific Tel. & Tel. Co.	All Required		2,000.00
	Subtotal		$1,087,010.00
	10% Engr. & Cont.		108,701.00
	Total		$1,195,711.00

Type Code X028

Box Culvert (Sta. 93+13 to Sta. 93+38)

Drainage Excavation, Unclassified	230 cu. yds.	$ 3.00	$ 690.00
Class "A" Concrete in Box Culverts	410 cu. yds.	50.00	20,500.00
Metal Reinforcement in Box Culverts	68,000 lbs.	.14	9,520.00
	Subtotal		$30,710.00
	10% Engr. & Cont.		3,071.00
	Total		$33,781.00

Length of Roadway.	6.072 miles
Length of 1 Structure.	0.005 mile
Length of 5 Structures	0.028 mile (exceptions)
Total Length	6.105 miles
Cost of Roadway per Mile	$196,922.10

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,195,711.00	$1,104,000.00	$91,711.00
Structure	33,781.00	31,000.00	2,781.00
	$1,229,492.00	$1,135,000.00	$94,492.00

Oregon State Highway Department

Federal Aid
Project No. I-5-4(20)198

LINN COUNTY LINE-McKENZIE RIVER SECTION
OF THE PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 30, 1958

Type Code 0010
Roadway (Sta. 13+38.17 to Sta. 335+70) (Contract No. 5339)

Clearing and Grubbing	All	Required		$ 50,000.00
Drainage Excavation, Unclassified	3,970	cu. yds.	$ 1.60	6,352.00
General Excavation, Unclassified	406,000	cu. yds.	.95	385,700.00
Embankment in Place	800,000	cu. yds.	.45	360,000.00
Truck Haul	768,000	yd. mi.	.11	84,480.00
Furnishing and Placing Topsoil	6,600	cu. yds.	.75	4,950.00
Finishing Roadbed and Slopes	All	Required		8,000.00
12-inch Concrete Pipe	640	lin. ft.	2.00	1,280.00
15-inch Concrete Pipe	2,200	lin. ft.	3.30	7,260.00
18-inch Concrete Pipe	700	lin. ft.	4.00	2,800.00
24-inch Concrete Pipe	2,800	lin. ft.	5.50	15,400.00
30-inch Concrete Pipe	350	lin. ft.	7.00	2,450.00
36-inch Concrete Pipe	640	lin. ft.	9.00	5,760.00
42-inch Concrete Pipe	940	lin. ft.	13.00	12,220.00
48-inch Concrete Pipe	200	lin. ft.	16.00	3,200.00
15-inch Culvert End Sections	56	only	55.00	3,080.00
18-inch Culvert End Sections	4	only	66.00	264.00
24-inch Culvert End Sections	18	only	88.00	1,584.00
Class "A" Concrete in Box Culverts	470	cu. yds.	52.00	24,440.00
Class "A" Concrete in Irrigation Structures	320	cu. yds.	66.00	21,120.00
Metal Reinforcement in Box Culvert	68,000	lbs.	.14	9,520.00
Metal Reinforcement in Irrigation Structures	35,000	lbs	.16	5,600.00
18-inch Coated Steel Pipe	130	lin. ft.	12.00	1,560.00
Type 2 Fence	4,000	rods	5.50	22,000.00
Type 2 - 57" Fence	460	rods	6.00	2,760.00
20' x 48" Metal Gates	6	only	100.00	600.00
Loose Riprap	300	cu. yds.	4.00	1,200.00
Coarse Crushed Material in Base	8,800	cu. yds.	3.00	26,400.00
3/4" - 0 Material in Base	1,700	cu. yds.	3.20	5,440.00
3/4" - 0 Material in Cushion Course	3,000	cu. yds.	4.00	12,000.00
Sprinkling	1,440	M-gals.	3.00	4,320.00
Preparation of Base	All	Required		300.00
3/4" - 0 Material in Binder Course	40	cu. yds.	6.00	240.00
Furnishing and Placing Aggregates	225	cu. yds.	6.00	1,350.00
RC-3 Asphalt	6	tons	65.00	390.00

120-150 Asphalt	18 tons	$65.00	$ 1,170.00
RS-1 Asphalt	6 tons	65.00	390.00
			$1,095,580.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
Seeding and Mulching	All Required		4,000.00
Adjustment of Irrigation Pipes	All Required		500.00
Work by Consumers Power Inc	All Required		16,400.00
Work by Pacific Tel & Tel Co.	All Required		600.00
	Subtotal		$1,118,080.00
	10% Engr. & Cont.		111,808.00
	Total		$1,229,888.00

Type Code X028
Box Culvert (Sta. 93+13 to Sta. 93+38) (Contract No. 5339)

Drainage Excavation, Unclassified	230 cu. yds.	$ 1.60	$ 368.00
Class "A" Concrete in Box Culverts	410 cu. yds.	52.00	21,320.00
Metal Reinforcement in Box Culverts	68,000 lbs.	.14	9,520.00
	Subtotal		$31,208.00
	10% Engr. & Cont.		3,120.80
	Total		$34,328.80

Length of Roadway	6.072 Miles
Length of 1 Structure	0.005 Mile
Length of 5 Structures	0.028 (Exceptions)
Total Length	6.105 Miles
Cost of Roadway per Mile	$202,550.72

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,229,888.00	$1,136,000.00	$93,888.00
Structure	34,328.80	31,000.00	3,328.80
	$1,264,216.80	$1,167,000.00	$97,216.80

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

LINN COUNTY LINE-McKENZIE RIVER SECTION

Project No. I-5-4(20)198

Estimate of Costs of Work by Consumers Power, Inc.

Materials		$ 3,342.67
Labor		14,483.81
Salvage Credit		879.00 cr.
Betterment Credit		470.86 cr.
		$16,476.61
	Use	$16,400.00

Estimate of Costs of Work by Pacific Telephone and Telegraph Company

Materials		$ 85.00
Labor		450.00
Equipment		40.00
Right of Way		5.00
Miscellaneous Expense		25.00
		$605.00
	Use	$600.00

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5339

October 31, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

On October 26, 1961 Mr. Bassett requested, by telephone, information regarding the location of Mountain View Drive adjacent to the Linn County Line-McKenzie River Section, Project No. I-5-4(20)198. We sent for and received a sketch from the resident engineer on the project involved, and are forwarding same.

The Pacific Telephone and Telegraph Company used the name of the road in their final bill which confused the location of the work involved.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DAR:lt

NOTED
W. C. WILLIAMS

FINAL COST ANALYSIS
Grading

Linn Co. Line-McKenzie River
Contract No. 5339

Contractor: Natt McDougall Co.
Resident Engineer: H.E. Mayfield

Pacific Highway
Prefix No. 620-1042

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	50,000.00		52,524.93	50,000.00
Drainage Excav., Unclass.	6,353.1	Cu. Yd.	1.60	2.42	15,403.14	10,164.96
General Excav., Unclass.	450,621.8	Cu. Yd.	0.95	0.76	344,059.69	428,090.71
Embankment in Place	641,625.5	Cu. Yd.	0.45	0.876	562,612.66	288,731.48
Truck Haul	784,453.45	Yd. Mi.	0.11	0.22	171,112.21	86,289.88
Furnish & Place Top Soil	6,020	Cu. Yd.	0.75	0.64	3,880.93	4,515.00
Finish R.B. & Slopes	100%	All	8,000.00		13,280.80	8,000.00
12" Concrete Pipe	564	Lin. Ft.	2.00	2.21	1,249.54	1,128.00
15" Concrete Pipe	2,226	Lin. Ft.	3.30	3.54	7,980.00	7,345.80
18" Concrete Pipe	952	Lin. Ft.	4.00	4.39	4,177.28	3,808.00
24" Concrete Pipe	2,343	Lin. Ft.	5.50	5.96	13,970.27	12,886.50
30" Concrete Pipe	336	Lin. Ft.	7.00	7.64	2,565.76	2,352.00
42" Concrete Pipe	1,506	Lin. Ft.	13.00	14.08	21,199.83	19,578.00
48" Concrete Pipe	250	Lin. Ft.	16.00	17.31	4,326.66	4,000.00
15" Culvert End Section	52	Each	55.00	60.05	3,122.78	2,860.00
18" Culvert End Section	4	Each	66.00	71.87	287.48	264.00
24" Culvert End Section	15	Each	88.00	94.94	1,424.10	1,320.00
* Cl. "A" Conc. in Box Culvert	852.47	Cu. Yd.	52.00	52.00	44,328.44	44,328.44
*Cl. "A" Conc. in Irriga. Struc.	329.16	Cu. Yd.	66.00	66.00	21,724.56	21,724.56
*Mtl. Reinf. in Box Culvert	131,997.77	Lbs.	0.14	0.14	18,479.69	18,479.69
*Mtl. Reinf. in Irriga. Struc.	41,497.14	Lbs.	0.16	0.16	6,639.54	6,639.54
18" Coated Steel Pipe	120	Lin. Ft.	12.00	12.66	1,519.39	1,440.00
**Type 2 Fence	3,976.88	Rod	5.00	5.00	19,884.40	21,872.84

FINAL COST ANALYSIS - Contract No. 5339
Linn County Line-McKenzie River Section

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
** Type 2, 57" Fence	443.53	Rod	6.00	5.96	2,643.44	2,661.18
**20' x 48" Metal Gate	11	Each	100.00	100.00	1,100.00	1,100.00
Loose Riprap	307.44	Cu.Yd.	4.00	5.38	1,653.23	1,229.76
Coarse Cr. Mat'l in Base	9,301	Cu.Yd.	3.00	2.62	24,362.43	27,903.00
3/4"-0 Mat'l in Base	2,131	Cu.Yd.	3.20	2.89	6,167.26	6,819.20
3/4"-0 Mat'l in Cushion Crse.	2,285	Cu.Yd.	4.00	2.66	6,082.45	9,140.00
Sprinkling	2,542.1	M-Gal.	3.00	3.57	9,084.39	7,626.30
***Preparation of Base	100%	All	300.00	270.00	270.00	300.00
***3/4"-0 Bat'l in Binder Course	54	Cu.Yd.	6.00	5.40	291.60	324.00
***Furnish & Place Aggregate	342	Cu.Yd.	6.00	5.40	1,846.80	2,052.00
***RC-3 Asphalt	7.79	Ton	65.00	58.50	455.72	506.35
***120-150 Asphalt	21.81	Ton	65.00	58.50	1,275.89	1,417.65
***RS-1 Asphalt	5.9	Ton	65.00	58.50	345.15	383.50
PA#1 Clearing & Grubbing	100%	All	733.50		772.82	733.50
**PA#2 Ex. for Heavier Ga. Woven Wire	443.53	Rod	0.76	0.76	337.08	337.08
PA#3 Rehandle Material	1,791.2	Cu.Yd.	0.25	0.43	521.89	447.80
*PA#4 Cement Adj.	7.7	Bbl.	4.76	4.76	36.65	36.65
PA#5 Embankment in Place	100%	All	5,206.08			5,206.08
PA#5 General Excav.	100%	All	35,320.46			35,320.46
PA#5 General Excav.	100%	All	588.24			588.24
EW1 Resloping					32,732.96	34,971.31
EW2 Flagging					523.02	235.35
*EW3 Headwall Structures					216.89	216.89
EW4 Signing					569.23	603.91

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
EW5 Irrigation Line Adjustment					371.78	374.02
EW6 Clearing					3,942.45	5,066.29
EW7 Scaling & Rock Removal					9,822.77	11,370.54
					1,441,179.98	1,202,790.46

	Gross Revenue	Total Cost	Loss	% Loss
Natt McDougall	1,068,811.14	1,307,200.66	238,389.52	22.4
* Snook Bros.	97,409.02	97,409.02	- -	-
** Clarambeau	23,964.92	23,964.92	- -	-
*** Roy L. Houck & Sons	12,605.38	12,605.38	- -	-
	$ 1,202,790.46	$ 1,441,179.98	$ 238,389.52	19.8

DETAIL OF COSTS - Contract No. 5339

Labor:				
Supervision and Labor			$ 485, 560. 22	
Labor Insurance			45, 491. 38	
Health, Welfare and Pension			29, 095. 35	$ 560, 146.95
Materials:				
12" Concrete Pipe	564 Lin. Ft.	@ $0.90	507.60	
15" Concrete Pipe	2, 226 Lin. Ft.	@ $1.73	3, 850.98	
18" Concrete Pipe	952 Lin. Ft.	@ $1.94	1, 846.88	
24" Concrete Pipe	2, 343 Lin. Ft.	@ $2.95	6, 911.85	
30" Concrete Pipe	336 Lin. Ft.	@ $3.95	1, 327.20	
42" Concrete Pipe	1, 506 Lin. Ft.	@ $6.80	10, 240.80	
48" Concrete Pipe	250 Lin. Ft.	@ $9.00	2, 250.00	
15" End Section	52 Each	@ $22.86	1, 188.72	
18" End Section	4 Each	@ $27.83	111.32	
24" End Section	15 Each	@ $44.61	669.15	
Premix Concrete	303 Sacks	@ $1.65	499.95	
18" Coated Steel Pipe	120 Lin. Ft.	@ $6.96	835.20	
Dressler Couplings	4 Each	@ $33.42	133.68	
Land Acquisition			18, 516.75	
Screen Planting			1, 470.60	
Pipe for Drainage			661.65	
Aggregates	8, 847.6 Cu. Yd.	@ $2.00	17, 695.20	
Materials used on Force Account as per invoice			301.97	69, 019.50
Equipment Rental and Miscellaneous Supplies:				
Equipment Rental, Owned			379, 961.16	
Equipment Rental, Hired			168, 841.74	
Gas, Oil and Grease			65, 951.65	
Freight and Cartage			4, 453.57	
Explosives and Drill Steel			26, 378.56	
Bond			4, 707.15	
Small Tolls and Misc. Supplies			10, 935.98	
Home Office and General Overhead			16, 804.40	678, 034.21
Subcontractors:				
Snook Bros.			97, 409.20	
Clarambeau			23, 964.92	
Roy L. Houck			12, 605.38	133, 979.32
		Total Cost		$ 1, 441, 179.98

Remarks - Contract No. 5339

This was a "Federal Aid Interstate Project" calling for the construction of 6.07 miles of highway roadbed, including detours, channel changes, frontage roads and connections on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County. The project was bid September 9th; awarded October 21, 1958. Work started September 16, 1958 and was completed July 22, 1960.

The contractor moved in and started clearing September 16, 1958 on the south end of the project working north. Most of the clearing consisted of scrub oak, ash and heavy underbrush in the low areas. As the clearing was completed on the south end, grading equipment was brought in and started working on general excavation from Sta. 322 to 335 which was the rock cut. The contractor used his rubber-tired scraper units on this section taking as much as possible of the loose material before starting to work on the embankment. The contractor then moved in four 10-yard Euclid trucks, eight 13-yard bottom dump Euclid wagons, one 2-1/2-yard shovel, one 1-yard shovel cats and dozers, and drilling equipment into this cut and worked two 8-hour shifts until the inclement weather shut him down the last of November. Operations in this area were started again in April. The rock from this cut was set up for selected subgrade material, but the material broke too large for the subgrade and a big percentage of the material was placed in over structure fills. A large part of the rock that went into these fills as too large, contained material suitable for the subgrade. Also a large quantity of big rock was hauled on to the grade which the contractor tried to break down with a grid roll. Rock that was too large or too hard to break had to be removed. This also madethe roadbed hard to finish.

The contractor used three S-18 Euclid craper units and three 32-yard electrical Letourneau-Westinghouse B-Pulls, and two to three D-8's and dozers or International TD-24 or 25's for push cats in his embankment excavation. The contractor shows a heavy loss on the embankment due to wet pits which cut his production down to less than half as the equipment only hauled half loads and even then would get stuck along with the push cats. Only one borrow pit was dry and it contained large boulders which hampered loading operations.

Fencing, structures, and oiling was subcontracted to others listed on the final analysis sheet.

The contractor shows a large loss on most of the bid items due to an overload of foreman and mechanics whose payroll amounted to $119,191.29 or 24.5%. The high labor cost on repairs was due to the old equipment used being a constant cost on repairs.

M.N. Juve
Chief Cost Analyst

By

C.E. Layton

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5339

July 5, 1961

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to Natt McDougall Company, assigned to the US National Bank of Portland, on contract #5339 for grading the Linn County Line-McKenzie River Section of Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $1,202,790.46, including the post-final payment of $41,114.78. Of the total, $52,838.31 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Natt McDougall Company
824 Pittock Block
Portland 5
Oregon

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MAY 15 1961

FORM E-30X 50M 2-60 26119
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 8, 1961

SUBJECT: Lane Co. Line-McKenzie River Sec.
Pacific Freeway

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

This office was recently contacted by Mr. and Mrs. Nels O. Egge from whom we purchased property under Right of Way File No. 25888. You will perhaps recall that the original plan for providing access to the Egge property was by an overhead crossing the freeway. This plan was subsequently discarded and a frontage road was built along the easterly side of the freeway under the high rock cut.

It appears from the reports given us by the Egges that the falling rock in this cut has become a very serious hazard. The allege that the school bus will no longer provide service to their children because of the falling rock and that their children are compelled to walk under these ravelling rock slopes at great hazard to them. As a matter of fact, Mrs. Egge said that she would have her young son climb the fence and cross the freeway northerly of the rock cut rather than subject him to this hazard.

It is my recollection that we did considerable rock combing on this slope, but in view of the Egge story, we had better look into this matter immediately and try to arrive at a solution.

Please give this office your recommended plans along with estimates of cost for correcting this situation if such correction is found warranted. One suggested solution which may be looked into is the installation of chain link fence over the loose rock area and another is bridge construction as originally planned.

Please give this your early attention.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

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MAY [illegible] 1961
OFFICE OF
STATE HIGHWAY ENGINEER

LHY:fp
cc Forrest Cooper
W. T. Wright

NOTED

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FOR FILING
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5339

March 30, 1961

Mr. Robert H. Huntington
1410 Yeon Building
Portland 4, Oregon

Dear Mr. Huntington:

In response to your telephonic request of March 28, attached is a list of claims, as of March 29, 1961, which have been filed against the Natt McDougall Company Contract No. 5339, for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

Encl.

CWH:jmc

CLAIMS

Contract #5339

Natt McDougall Company

Date Filed	By Whom	For What	Amount of Claim
4/28/60 - Hwy. Comm. 4/28/60 - Sec. of State	Loggers & Contractors Mach. Co.	Equipment rental	$44,936.58 + interest at 6% per annum
7/20/60 - Hwy. Comm.	Morse Bros. against Snook Bros. (subcontractors)	Materials	$2,385.61
7/29/60 - Sec. of State	Mercer Steel Company, Inc.	Materials	$2,521.01
7/25/60	Mel Goodin Tire Company Notice of Garnishment #266800		$54,747.21
8/2/60	Answer to Garnishment #266800		
8/8/60	Amended Answer to Garnishment #266800		
8/29/60 - Hwy. Comm. 8/30/60 - Sec. of State	Halton Tractor Company	Equipment rental	$ 2,625.00 $19,499.82
9/1/60 - Hwy. Comm. 9/1/60 - Sec. of State	Mel Goodin Tire Company		
9/30/60 - Sec. of State	Standard Oil Co. of California	Materials furnished	$4,520.59

10/11/60 - Letter from Attorneys for Standard Oil stating payment in full had been made. (Amount - $4,520.59)

RECEIPT FOR PAYMENT AND RELEASE OF CONTRACT from following:

Mel Goodin Tire Co. - Amount: $35,000.00 - Dated: September 30, 1960
Loggers & Contractors Mach. Co. - Amount: $32,153.13 - Dated: September 28, 1960
Morse Brothers - Amount: $2,385.61 - Dated: September 30, 1960
Halton Tractor Co. - Amount: $2,625.00 - Dated: September 28, 1960
Mercer Steel Company, Inc. - Amount: $2,521.01 - Dated: September 30, 1960

FORM E-80X 50M 2-60-

1-4-4(20)197

5339

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1961

SUBJECT: Linn Co. Line-McKenzie River Section
Pacific Highway
Contract No. 5339

To: MEMO TO THE FILES

A meeting was held in the offices of the Construction Department on December 27, 1960 concerning claims against this contract in the total amount of $164,925.79. The following people attended this meeting:

Jack McDougall	Contractor
Carl Halvorson	Contractor
Lloyd Babler	Contractor
Bud McGarrity	Superintendent
Tom Edwards	Construction Engineer, Oregon State Highway Department
L. H. Young	Assistant Construction Engineer, Oregon State Highway Department
F. B. Klaboe	Field Construction Engineer, Oregon State Highway Department
C. G. Polk	Division Engineer, Bureau of Public Roads

Claim No. 1, against Item No. 4, Embankment in Place, is based on an underrun of the item. This claim, in the amount of $23,360.82, was further based on a pro rata share of all overhead items and all costs of land acquisition, screen planting, pit drainage, and rolling the original ground. After a lengthy discussion in which the State expressed the opinion that overhead could not be charged to the item in view of the fact that the underrun in this one item was off set by overruns in other items so that the total contract payment exceeded the total bid. We stated that we would recommend that the contractor be paid a pro rata share based on the percentage of underrun of the item for the land acquisition, screen planting, pit drainage and rolling original ground portions of the claim. This amount would be determined by a careful audit made by our Cost Analyst Department. It will, if allowed, probably amount to somewhere in the neighborhood of $4,000.

Claim No. 2, in the total amount of $140,976.73, is made against Item No. 3, General Excavation. It is further divided into five separate parts:

Part (a) is for the extra costs involved in drilling and blasting to produce material small enough to be incorporated into the selected subgrade course. This was denied by the Highway Department on the basis that

NOTED
FORREST COOPER

the contractor knew that he would be required to incoporate material from a specific cut into the selected subgrade course and should have taken account of this fact with his bid. The contractor further supported this portion of Claim No. 2 with the fact that the selected subgrade course was reduced in thickness on construction from a planned 18 inches to 15 inches and 16 inches due to a change in wearing surface from asphaltic concrete to Portland Cement concrete. This is true, but does not appear to be a valid reason to support the claim. We did not make the contractor cut down any high points in the course but rather left them high (which later tended to reduce the coarse base thickness). Furthermore, it served to reduce the quantity of material in the select subgrade course.

Part (b) is for additional expense incurred in sorting material at the excavation site. It was denied for the same reasons as Part (a) was denied.

Part (c), for the additional costs of grid rolling the material in order to incorporate said material into the designated thickness, was also denied on the basis that it is a widely used practice, for the benefit of both the contractor and the State, to grid roll selected subgrade courses. Furthermore, again the contractor should have anticipated this cost and included it with the bid item.

Part (d) is for the additional expense involved in raking out larger rocks in the selected subgrade course which could not be broken down by the grid rolling. It is felt that the State is obligated to reimburse the contractor for these costs inasmuch as he had done everything that could be reasonably expected of him to do in order to incorporate the material into the course.

Part (e) is for the additional costs incurred picking up the boulders raked out under Part (d) above. It was felt that this was an obligation of the State to pay for for the same reasons mentioned in Part (d) above.

It will therefore be recommended that after a careful audit of the costs listed under Parts (d) and (e) of Claim 2, settlement with the contractor be made for these two items. It is anticipated that they will total about $40,000.

The contractor did not make any indication as to whether or not he would accept such an offer in settlement of Claim 2 if, in fact, it was offered. State Highway personnel made it clear that wer were not making the offer at this time and that higher authority would have to pass on the recommendations.

Claim 3, in the amount of $588.24, is against Item No. 3, General Excavation. It was occasioned by a change ordered by the State which required the contractor to hold up completing the fill at the north end of the McKenzie River Bridge until such time as the bridge was completed. This eventually forced the contractor into performing additional haul and greater difficulty in placing and compacting the fill around the bridge columns. The Construction Department will recommend that this claim be paid in full depending on a thorough audit by the Cost Analyst Department.

Mr. Polk sat through the entire meeting but made no indication whether or not the Bureau of Public Roads would go along with the settlements outlined above. Mr. Edwards stated that he would pursue the matter with his superiors, and, if approved by them, proceed to perform the necessary audits which may lead up to a settlement.

Tom Edwards
Construction Engineer

By F B Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

cc Forrest Cooper
F. D. Morgan
M. H. Juve

RECEIVED
JAN 5 1961
OFFICE OF
STATE HIGHWAY ENGINEER

1-5-11 (20) 199

5339

December 14, 1960

Mr. Jack McDougall
Matt McDougall Company
824 Pittock Block
Portland 5, Oregon

Dear Mr. McDougall:

Reference is made to your recent letter enclosing three claims on the Linn County Line-McKenzie River Section, Contract No. 5339. We have studied these claims at considerable length and we feel the majority is unsupported and unjustified; others need discussion and further clarification before we can arrive at a fair decision.

We therefore propose a conference to be held in Salem to discuss Part "C" of Claim 1, Parts "C", "D", and "E" of Claim 2, and Claim 3. Please contact Mr. Tom Edwards, Construction Engineer, and arrange a suitable time for the meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. Leonard Lindas
Mr. F. D. Morgan

FBK:fp fn

FORM E-30X 50M 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 8, 1960

SUBJECT: Linn Co. Line-McKenzie River Section
Pacific Highway
Contract No. 5339

To:

Memo to the Files

We have recently received three separate claims totalling $164,925.79 from the contractor on this project, Natt McDougall Company. I shall enumerate below each of these three claims along with my analysis.

CLAIM NO. 1

This claim is in the amount of $23,360.82 and is made against Item No. 4, Embankment in Place. It is based on a pro rata share of all the overhead and fixed costs allegedly chargeable to the item as a consequence of an underrun of the item. This claim is further broken into six separate parts. In each of the six parts, the contractor lists the total amounts chargeable for each part to Item No. 4. These are summed and divided by the gross contract quantities under Item No. 4 to arrive at a per yard fixed cost charge. The difference between the fixed cost per yard figure times the actual number of yards moved and the total of all fixed costs amounts to the value of Claim No. 1.

Fixed Costs chargeable to Item No. 4 - Embankment

(a) Portland Office Overhead	$ 70,549.40
(b) Job Overhead	24,376.26
(c) Rolling Original Ground	1,574.40
(d) Land Acquisition	18,516.75
(e) Screen Planting	1,470.60
(f) Pit Drainage	2,475.39
Fixed Costs Total	$118,962.80

$\frac{118,962.80}{800,000 \text{ cy}}$ = .149 per cu. yd

Less 641,624 Cu. Yds. x .149	95,601.98
Fixed Costs not recovered	$ 23,360.82

The underrun of Item No. 4, Embankment in Place, amounted to

158,376 cubic yards for a money value at the bid price of 45 cents per cubic yard of $71,269.20. This underrun was off set by overruns in many of the other contract items plus extra work increases so that the payments made to the contractor on this project amounted to $1,161,675.68. Since his bid amounted to $1,126,788.00, payments to the contractor exceeded his original anticipation by $34,887.68. Since overhead costs as shown for both the Portland and Coburg offices are, as the contractor terms them "fixed costs", they should be evaluated against the total job receipts. Since his job receipts did in fact exceed his expected revenues, there can not in my opinion exist a justifiable claim. I believe this rules out part "a" and "b" above.

Part "c" of this claim is, in my opinion, justifiably chargeable against both Item 3, General Excavation, and Item 4, Embankment in Place. The ground was rolled prior to placing embankments made under these items. The gross amounts listed in the proposal for Items 3 and 4 is 1,206,000 cubic yards. His final estimate for these two items amounts to 1,092,247.3 cubic yards for an underrun of the two items of 113,752.7 cubic yards. I therefore believe the contractor is entitled to a pro rata share of this grid rolling based on the comparison of the underrun to the gross contract amounts. This would allow him $142.13.

Part "d" of Claim 1 is not justified. According to statements made by Jack McDougall to Mr. Morgan and also supported by visual examinations in the field, the private borrow pits acquired by the contractor were completely exhausted at the completion of the job. The underrun of Item 4 did not lead to a monetary loss in connection with land acquisition.

Parts "e" and "f" are also not justified since all State and private borrow pits were exhausted and the planting and drainage work was utilized fully. Had more borrow material been required, more planting and drainage work have been necessary.

I therefore recommend that we offer the sum of $142.13 in settlement of Claim No. 1.

CLAIM NO. 2

This claim is in the total amount of $140,976.73 and is made against Item No. 3, General Excavation. It is divided into five separate parts. In each of the five parts, the contractor analyzes his method of operation against what he terms a normal method of operation and arrives at a cost value per cubic yard that the actual was above the normal. These differences in unit costs are summed and multiplied by the total amount of yardage bid for under the item:

	Actual	Normal	Additional
A. Drill and Blast	.4100	.0722	.0678
B. Shovel Loading	.2300	.1645	.0655

	Actual	Normal	Additional
C. Road Maintenance Extra cost Haul Roads	.0625	.0000	.0625
D. Dump Select Material	.0414	.0000	.0414
E. Oversize clean up and hauling	.0755	.0000	.0755
TOTAL			.3127

450,837 cy x .3127 = $140,976.73

Part "A" is based on what the contractor terms additional costs above normal in the drilling and blasting operation due to having to produce material which could be incorporated into the selected subgrade course. He bases these additional costs on what he terms the necessity of shooting on five-foot centers rather than a normal operation which would allow shooting on nine-foot centers. He states that the volume actually produced per lineal foot of drilling was 3.23 times as small as should have been produced per lineal foot of drill hole. It is not denied that the contractor did elect near the end of the blasting operation to change his procedure and use closer spacing. However, he was informed in the special provisions that it would be required that material be produced which could be incorporated into the selected subgrade course and further notified that no additional payment would be made above the payment for General Excavation for this work. We believe that, while the action was taken belatedly, the contractor was not required to perform in an unreasonable manner.

We therefore believe that Part "A" in the total amount of $30,566.75 of this claim should be denied.

Part "B" is based on what the contractor assumes as additional costs for the shovel crew in selecting material that could be incorporated into the selected subgrade thickness required by the plans. It is based essentially on a reduction of shovel capacity of 28.5 per cent due to the sorting process.

I do not believe that this is justified. The contractor did very little if any sorting at the pit site. This is evidenced by Parts "D" and "E" of this same claim whereby the contractor claims for extra costs for picking up oversize material on the road itself. These two portions of the claim will be analyzed below and recommendations for their approval in part made. It must further be remembered in connection with this claim that the contractor was aware of the nature of the material that he would encounter in said cut prior to his bid and was also aware of the necessity of incorporating said material into the selected sugrade course. Using reasonable judgement some necessary selection would be indicated. The special provisions for the job also state that he will construct the selected subgrade course and that is completed surface shall be "reasonably well filled, reasonably smooth and reasonably free from bumps or depressions."

We therefore recommend denial of Part "B" of this claim in the

the amount of $29,529.82 on the basis of complete denial of the facts represented by the contractor.

Part "C" is for what the contractor terms extra costs in hauling road maintenance due to the necessity of using two blades and one or two grid rollers, in order to break down the material supplied for the selected subgrade course. Again I refer to the special provisions which state that he will construct said selected subgrade course and that he will complete said course to a reasonably well filled, reasonably smooth and reasonably free from humps or depressions surface and that we are further excluded from additional payments above payment as General Excavation for this work. We believe that the application of an additional blade and the grid roller was a reasonable requirement of the contract, and recommend that Part "C" in the total amount of $28,177.31 of this claim be denied.

Part "D" is for the use of a rock rake on the grade in order to rake out the larger rocks which could not be broken down by the application of the grid roller mentioned in Part "C". Our resident engineer and inspectors estimate that this rock rake was used approximately 75 per cent of the time listed in the claim. The other 25 per cent it was used to supplement or replace the dump cat. We believe that the contractor did perform all the reasonable requirements which could be expected of him in incorporating the basalt rock into the selected subgrade course. It is further believed that any work beyond the good thorough grid rolling necessary to acquire a reasonably smooth surface should be paid for on an extra work basis. We therefore recommend that the contractor be offered .75 x 1,223 hours x $15.27 per hour or $14,006.40 in settlement of Part "D" of Claim No. 2.

Part "E" of this claim is a claim for the costs of picking up from the shoulder slopes and the median areas the many large bounders raked out from the selected subgrade course with the rock rake mentioned in Part "D" above. We believe also that this is a justifiable claim. However, we can not check the contractor's arithmetic with our field information as the hours of equipment charged appear to be greather than they actually were. According to our records, approximately the following efforts were spent:

Foreman ½ time for 423 hours $\frac{423}{2}$ x $4.36	$ 922.14
One scoop full time for 423 hours 423 x $15.91	6,729.93
One D-8 with rake full time for 423 hours 423 x $15.27	6,459.21
Two 12-yard trucks full time for 423 hours 2 x 423 x $13.67	11,564.82
TOTAL	$25,676.10

We therefore suggest that the contractor be required to supply better supporting information of his costs in picking up these larger rocks which we believe was beyond the reasonable intent of the contract and that they be favorably considered for settling Part "E" of this claim. We can not represent that the figures shown above gleaned from our cursory information are correct. We do believe however that they are somewhat approximate.

Depending upon receiving better information from the contractor to support Parts "D" and "E", we recommend that a total of $39,682.50 (or thereabouts) be offered in settlement of Claim No. 2.

CLAIM NO. 3

This claim is in the amount of $588.24 and is also made against Item 3, General Excavation. It is occasioned by a change agreed to by the State and the contractor that the fill at the north end of the McKenzie Bridge be delayed until the bridge end was completed. This change eventually forced the contractor into additional haul, greater difficulty in placing and greater difficulty in compacting fill material around the bridge columns. The costs shown by the contractor appear reasonable and it is therefore recommended that Claim 3 be paid in full.

In summation, I recommend that, upon presentation of certain information listed above to the State Highway Department by the contractor, these claims, in the total amount of $164,925.79, be negotiated with the contractor toward the eventual settlement at a figure in the neighborhood of $40,412.87.

As yet, the Bureau of Public Roads officials have not been contacted concerning this phase. I suggest further that a meeting be set up between the State Highway Department, the contractor and the Bureau of Public Roads toward the end of ironing out this matter if it is possible to do so.

In connection with this, I enclose a rough draft of a letter to the contractor.

Tom Edwards
Construction Engineer

By F Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:fp

Enc.

cc Forrest Cooper ✓
Leonard Lindas
F. D. Morgan

NATT McDOUGALL COMPANY
CONTRACTORS

824 PITTOCK BLOCK
PORTLAND 5, OREGON

September 15, 1960

Mr. Frank Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Subject: Linn County Line-McKenzie River
Grading - Contract No. 5339

Dear Sir:

Reference is made to the above subject contract. Natt McDougall Company, the prime contractor on the section of Highway No. 39 Station 13+78.17 to Station 335+70, believes the following claim should receive consideration for fixed charges incurred as pre-bid information provided in the specifications and construction plans were incorrect as to quantity.

Claim No. 1 - Item No. 4
Embankment in Place

Bid Quantity	800,000 cu.yds.
Estimate 8-10-60	641,624 cu.yds.
	158,376 cu.yds.

$\frac{158,376 \text{ cu.yds.}}{800,000 \text{ cu.yds.}}$ = 19.8% Fixed Charges not recovered.

Fixed Costs chargeable to Item No. 4 - Embankment
(See Detail Schedule attached)

(a)	Portland Office Overhead	$ 70,549.40
(b)	Job Overhead	24,376.26
(c)	Rolling Original Ground	1,574.40
(d)	Land Acquisition	18,516.75
(e)	Screen Planting	1,470.60
(f)	Pit Drainage	2,475.39
	Fixed Costs Total	$118,962.80

$\frac{118,962.80}{800,000 \text{ cy}}$ = .149 per cu. yd.

Less 641,624 cu. yds. x .149	95,601.98
Fixed Costs not recovered	$ 23,360.82

Yours very truly,
NATT McDOUGALL COMPANY

Jack McDougall
President

REM:mj
Enc.

CLAIM NO. 1 - ITEM NO. 4

DETAIL SCHEDULE

(a) Portland Office Overhead	Labor	Supplies	Total
Legal and Accounting	$ -	$ 1,150.36	$ 1,150.36
Office Rent	-	1,898.01	1,898.01
Office Supplies & Expense	-	481.50	481.50
Telephone	-	458.57	458.57
Insurance Premiums	-	924.70	924.70
Supervisory Health & Welfare	-	1,011.17	1,011.17
Plant Repairs & Expense	9,184.24	11,284.43	20,468.67
Interest	-	17,223.42	17,223.42
Officers Salaries	7,372.51	-	7,372.52
General Superintendent, Salary and Expense	3,938.54	682.13	4,620.67
Chief Engineer, Salary and Expense	3,446.68	596.94	4,043.62
Office Salaries	6,165.49	-	6,165.49
Vancouver Warehouse Expense	1,762.47	806.40	2,568.87
Taxes:			
Lane County, Oregon (On Equipment at Coburg)	-	2,011.41	2,011.41
Oregon Corporation License	-	79.08	79.08
Federal Truck Use Tax	-	28.68	28.68
Taxes on Furniture & Fixtures	-	27.28	27.28
Delaware Corporation Franchise	-	15.39	15.39
	$ 31,869.93	$ 38,679.47	$ 70,549.40

(b) Job Overhead	Labor	Supplies	Total
Bond	$ -	$ 1,399.44	$ 1,399.44
Phone	-	901.94	901.94
Electricity	-	357.46	357.46
Shop Building	332.83	62.82	395.65
Office Building	110.02	49.41	159.43
Move In & Out	1,995.57	2,453.47	4,449.04
Car & Truck Expense	-	4,305.94	4,305.94
Cleanup	453.14	24.50	477.64
Flagging	-	5.53	5.53
Car & Truck Rental	-	79.28	79.28
Expense Accounts	-	2,174.21	2,174.21
Payrolls	8,740.41	-	8,740.41
Miscellaneous	-	930.29	930.29
	$ 11,631.97	$ 12,744.29	$ 24,376.26

CLAIM NO. 1 - ITEM NO. 4

DETAIL SCHEDULE
(Continued)

	Labor	Supplies	Total
(c) Rolling Original Ground			
1 D8 Tractor & Grid Roller 160 Hours @ $9.84 per Hour			$ 1,574.40
(d) Land Acquisition			
H. L. Briggs — Borrow Pit No. 4			$ 14,398.72
E. P. Stolsig — Borrow Pit No. 5			3,734.25
Legal Fees - Harris, Butler, Husk & Gleaves			383.78
			$ 18,516.75
(e) Screen Planting			
Sub - Knight Pearcy Nursery, Salem, Oregon			$ 1,470.60
(f) Pit Drainage			
Company Borrow Areas			
Supplies: 80 ft. 12" C.P. @ $ .90		$ 72.00	
306 " 18" C.P. @ $1.90		581.40	
5 Bags Grout Mix @ $1.65		8.25	$ 661.65
Labor: 80 ft. 12" C.P. @ $1.50		$ 120.00	
306 " 18" C.P. @ $1.26		385.56	505.56
1½ c.y. Dragline Excavate relocated Irrigation Canal 22.5 hours @ $10.32 per hour		$ 232.20	
D8 Tractor & Dozer Leveling Pit for Drainage 113.5 hours @ $9.48 per hour		1,075.98	1,308.18
			$ 2,475.39

CLAIM NO. 1 - ITEM NO. 4

EQUIPMENT HOURLY COST

D8 Tractor, Dozer & Grid Roller

1 Operator	$ 4.36
Cat Repair & Service	4.07
Fuel 5 gals. @ .12	.60
Oil & Grease	.50
Roller Service & Repair	.31
	$ 9.84

41 N.W., 1½ c.y. Dragline

Operator	$ 4.57
Oiler	3.67
Fuel 3.5 gals. @ .12	.42
Oil & Grease	.30
Repairs, Labor & Parts	.86
Service, " " "	.50
	$10.32

D8 Tractor & Dozer

Operator	$ 4.36
Repair & Service	4.07
Fuel 5 gals. @ .12	.60
Oil & Grease	.45
	$9.48

NATT McDOUGALL COMPANY
CONTRACTORS

824 PITTOCK BLOCK
PORTLAND 5, OREGON

September 15, 1960

Mr. Frank Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Subject: Linn County Line-McKenzie River
Grading - Contract No. 5339

Dear Sir:

Reference is made to the above subject contract. Natt McDougall Company, the prime contractor on the section of Highway No. [illegible] Station 13+78.17 to Station 335+70, believes the following claim should receive consideration for specification changes and unsuitable select material.

Claim No. 2 - Item No. 3

The plans issued to the contractors for bidding the Linn County Line-McKenzie River Section called for as shown on Sheet No. 2A Main Roadway Section, selected subgrade material 18 inches in depth. The select depth was changed during the life of the contract to 15 inches between Stations 275+50 to 335+70 and 16 inches between Stations 13+38.17 to 275+50.

During the late summer of 1959 the State Highway Engineers anticipating a shortage of usable basalt rock informed us that all materials in the cut were now being classified granular and would be usable as select. Had we been so notified in the fall of 1958 the itemized expenses incurred could and would have been within our original estimate, as the quantity of sandstone placed in the deep fill section between Station 326 to Station 300 plus authorized sand stone later used would have completed the select quantities.

In general the basalt formation encountered was seamed in long columns thus would not shatter when systematically drilled and blasted.

Sorting by the shovels reduced their production from an estimated reasonable and easily substantiated 165 cu. yds. per operating hour to 118 cu. yds.

Drilling and blasting with the aid of DuPont's field representatives produced the maximum of suitable selected subgrade material.

Several methods to dump and compact the select material were tried and we found the following method the most practicle but very costly due to oversize material provided.

1. Drill and Blast - Basalt
    - (a) Spacing holes from 4' to 6' centers
    - (b) Double priming, using delays
    - (c) Powder loaded for maximum fracture

2. Shovel Loading
    - (a) Pit sorting stressed continually
    - (b) Sandstone, ripped and dug rather than shot to make it suitable for select. Tooth and cable expense considerably above normal.

3. Road Maintenance
    - (a) Haul road, in order to maintain same we used a Grid Roller, Tractor and an extra Patrol Grader.

4. Dump
    - (a) On the subgrade we added 1 D8 Tractor and Rock Rake to comb out the large rock passing through the Shovel dipper unnoticed by the shovel operator.

5. Oversize Cleanup and Haul
    - (a) Cleaning the slopes and median strip of all rock too large to be incorporated in the reduced select depth, required a complete operation. The crew and equipment used were as listed.

Finishing Foreman ½ time
1 #711 Rented Scoopshovel - 2 cu.yd.
1 D8 Tractor & Dozer, bunching for scoop
    and leveling dump
2 12 cu.yd. Euclid Trucks

See Detail Schedule attached for equipment hourly job costs.

Yours very truly,

MATT McDOUGALL COMPANY

Jack McDougall
President

[illegible]:mj
Enc.

CLAIM NO. 2 - ITEM NO. 3

DETAIL SCHEDULE

		Actual	Normal	Extra Expense
1. Drill and Blast Operation Costs 4' to 6' Centers				

Operations:

Average 5'-0" Centers
or $\frac{5x5}{27}$ = .93 cu.yd. per lin.ft. of drilling

Standard spacing should be using
3½ in. bits 8' to 10'.

Average 9'-0" Centers
$\frac{9x9}{27}$ = 3 c.y. per ft. per lin.ft. of drilling

$\frac{3.0}{.93}$ = 3.23 Ratio

Direct Expense:

		Actual	Normal	Extra Expense
Labor	$24,912.36			
Supplies	26,671.63			
Rental	6,112.15			
Job Overhead	5,460.69			
Total Drill and Blast	$63,156.83			

Allow explosive supplies same for both cases.

		Actual	Normal	Extra Expense
	$63,156.83			
Less Explosives	18,858.03			
Balance of Cost	$44,298.80			
Actual & Normal Explosives	$\frac{\$18,858.03}{450,837 \text{ cy}}$ =	.0418	.0418	
Actual Balance of Cost	$\frac{\$44,298.80}{450,837 \text{ cy}}$ =	.0982		
Normal $\frac{\$44,298.80}{3.23 \text{ cy per ft. drilling}}$ =	$13,714.80			
$\frac{\$13,714.80}{450,837 \text{ cy}}$ =			.0304	
Per Cubic Yard		.1400	.0722	.0678

CLAIM NO. 2 - ITEM NO. 3

DETAIL SCHEDULE
(Continued)

		Actual	Normal	Extra Expense
Forward				.0678
2. Shovel Loading - Estimated cubic yards				
Direct Expense:				
Labor, Field	$45,930.26			
Labor, Job Overhead	3,663.21			
Supplies, Field	18,288.92			
Supplies, Job Overhead	3,313.31			
Plant Rental, Field	31,672.36			
Plant Rental, Job Overhead	694.13			
	$103,557.79			
$103,557.79 / 450,837 cy =		.2300		
Productions:				
Normal for 2½ cy Shovel in like rock	165 cy per hr. ?			
Actual	118 cy per hr. ?			
	47 cy per hr.			
47 cy / 165 cy = 28.5%				
Actual Cost	.2300			
Normal Cost - 28.5% =	.0655		.1645	
?		.2300	.1645	.0655
3. Road Maintenance - Extra Cost Haul Roads				
1 #12 Patrol 1,584 hrs. @ $12.04 =	$19,071.36			
1 D8 & Grid Roller 363 hrs. @ $18.66 =	6,773.58			
1 Euclid Tractor & Grid Roller 172 hrs. @ $13.67 =	2,351.24			
	$28,196.18			
$28,196.18 / 450,837 cy =				.0625
Forward				.1958

① should reduced rate be applied to all item 3?
② How much shovel time was spent on 554?

CLAIM NO. 2 - ITEM NO. 3

DETAIL SCHEDULE
(Continued)

		Extra Expense
Forward		.1958
4. Dump - Select Material		
1 D8 & Rock Rake in addition to regular Dump Cat		
1223 hrs. @ $15.27 = $18,675.21		
$\frac{\$18,675.21}{450,837\ cy}$ =		.0414
5. Oversize Cleanup and Haul		
Finishing Foreman ½ time		
846 hrs. x $\frac{\$4.36}{2}$ =	$ 1,844.28	
1 Lorain 2 cy Scoop 1 Cat 2 cy Scoop		
846 hrs. @ $15.91 =	13,459.86	
1 D8 & Dozer - Dump & Bunching for Scoop		
420 hrs. @ $15.27 =	6,413.40	
2 Euclid 12 cy Trucks		
2 x 450 hrs. @ $13.67 =	12,303.00	
	$34,020.54	
$\frac{\$34,020.54}{450,837\ cy}$ =		.0755
		.3127

450,837 cy x .3127 = $140,976.73

The Coburg section was figured from past production figures in similar rock. Allowing 165 c.y. per hour production where a reasonable amount of sorting was necessary, and a 35% swell truck measure.

Using a fair and reasonable load count as reported by the shift foreman, the shovel loaded material shows the 2½ c.y. machines producing 118 c.y. per hour of loading time.

CLAIM NO. 2 - ITEM NO. 3

EQUIPMENT HOURLY COSTS

80D N. W. - 2½ cy Shovel - Sorting Select

Operator		$ 4.57
Oiler		3.67
332.5 hrs. - 1958 Repr.&Serv.Costs = $1,998.32		
2,137.5 hrs. - 1959 " " " " = 13,175.08		
2,470.0 hrs. $15,173.40		
$15,173.40 = 2,470 hrs.		6.14
Fuel 5 gals. @ .12		.60
Oil & Grease		.40
		$15.38
	Overhead 8.3%	1.28
		$16.66
	Plant Rental	9.80
		$26.46

D12 Patrol - Maintaining Haul Road

Operator		$ 4.48
Repair, service & tires		3.32
Fuel 3.5 gals. @ .12		.42
Oil & Grease		.40
		$ 8.62
	Overhead 8.3%	.72
		$9.34
	Plant Rental	2.70
		$12.04

D8 Tractor, Dozer & Grid Roller

Operator		$ 4.36
Cat Repair & Service		4.07
Fuel 5 gals. @ .12		.60
Oil & Grease		.50
Roller Service & Repair		.31
		$ 9.84
	Overhead 8.3%	.82
		$10.66
Grid Roller Plant Rental		3.00
D8 & Dozer " "		5.00
		$18.66

CLAIM NO. 2 - ITEM NO. 3

EQUIPMENT HOURLY COSTS

Euclid 165 HP Tractor & Grid Roller

Driver		$ 4.095
Fuel 4 gals. @ .12		.48
Oil & Grease		.45
Repair, service & tires		4.46
		$ 9.49
	Overhead 8.3%	.78
		$10.27
	Plant Rental	3.40
		$13.67

D8 Tractor & Rock Rake

Operator		$ 4.36
Repair & Service		4.07
Fuel 5 gals. @ .12		.60
Oil & Grease		.45
		$9.48
	Overhead 8.3%	.79
		$10.27
	Plant Rental	5.00
		$15.27

D8 Tractor & Dozer - On Dump

Use same as above	$15.27

D8 Tractor & Dozer - Bunching for Cat Loader

Use same as above 30% of Loader Time	$15.27

#977 D6 Cat & Loader - Reloading Oversize

Operator		$ 4.36
Repair & Service		4.00
Fuel 4 gals. @ .12		.48
Oil & Grease		.45
Outside Rental		5.40
		$14.69
	Overhead 8.3%	1.22
		$15.91

NATT McDOUGALL COMPANY
CONTRACTORS
824 PITTOCK BLOCK
PORTLAND 5, OREGON

September 15, 1960

Mr. Frank Morgan, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Subject: Linn County Line-McKenzie River
Grading - Contract No. 5359

Dear Sir:

Reference is made to the above subject contract. Natt McDougall Company, the prime contractor on the section of Highway No. 99 Station 13+78.17 to Station 335+70, believes the following claim should receive consideration.

Claim No. 2 - Item No. 3

Reference is made to Page 7 of the Special Provisions under the chapter heading "Early Grading at Structure Sites Required".

The Natt McDougall Company was instructed to hold back embankment at Station 335 until the bridge contractor completed the north section on both lanes, thus increasing our free haul and creating an expensive tractor placement of the fill under the decks and around the concrete columns.

Expenses not anticipated:

October 12 - 13, 1959 1 D8 Tractor & Dozer 12 hours @ $15.27	$183.24
October 14 - 20, 1959 (Partial) 1 D4 Tractor & Hyd. Dozer 40.5 hours @ $10.00	405.00
	$588.24

Yours very truly,

NATT McDOUGALL COMPANY

Jack McDougall
President

REM:mj
Enc.

CLAIM NO. 3 - ITEM NO. 3

EQUIPMENT HOURLY COSTS

D7 Tractor & Dozer

Operator		$ 4.36
Repair & Service		4.07
Fuel 5 gals. @ .12		.60
Oil & Grease		.45
		$9.48
	Overhead 8.3%	.79
		$10.27
	Plant Rental	5.00
		[illegible]

D4 Tractor & Hydraulic Dozer

Operator		$ 4.36
Repairs & Service		2.61
Fuel 2.5 gals. @ .12		.30
Oil & Grease		.30
		$ 7.57
	Overhead 8.3%	.63
		$ 8.20
	Plant Rental	1.80
		$10.00

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NOV 10 1960
FOR FILING
1-5-4(20)19

5339

November 9, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5339 for grading the Linn County Line-McKenzie River Section of Pacific Highway in Lane County was completed by the contractor, Natt McDougall Co., on July 22, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $33,251.79 will be released to the contractor, assigned to the US National Bank of Portland, on or after November 19, 1960. The total contract amount is $1,161,675.68, of which amount $52,838.31 represents force account items.

You have been previously notified that claims have been filed against this contract.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

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OCT 13 1960
FOR FILING
1-5-4 (20)1

October 12, 1960

Koerner, Young, McColloch & Dezendorf
Attorneys at Law
8th Floor, Pacific Building
Portland 4, Oregon

Attention: Mr. Harry J. DeFrancq

Gentlemen:

This is to acknowledge receipt of your letter of October 11 informing us that Standard Oil Company of California, Western Operations, Inc., have received full payment in the amount of $4,520.59 for petroleum products furnished to Natt McDougall Company on State Highway Contract No. 5339.

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
ATTORNEYS AT LAW
EIGHTH FLOOR, PACIFIC BUILDING
PORTLAND 4, OREGON
CAPITOL 6-6151

ANDREW KOERNER
CLARENCE J. YOUNG
FRANK C. McCOLLOCH
JAMES C. DEZENDORF
FRANK H. SPEARS
JOHN GORDON GEARIN
WILLIAM F. LUBERSKY
HARRY J. DeFRANCO
GEORGE B. CAMPBELL
EDWIN L. GRAHAM
JOHN P. BLEDSOE
JAMES D. TREDUP
HERBERT H. ANDERSON
OGLESBY H. YOUNG
WAYNE HILLIARD
JAMES H. CLARKE
JOSEPH LARKIN
MARSHALL C. CHENEY, JR.
JAMES C. INGWERSEN
LEWIS K. SCOTT
NICHOLAS H. ZUMAS
ROBERT W. PACKWOOD
RICHARD S. BORST
DOUGLAS H. STEARNS
GEORGE L. WAGNER
KENNETH M. JUDD

DEY, HAMPSON & NELSON
1918 - 1943
HAMPSON, KOERNER, YOUNG & SWETT
1944 - 1947
KOERNER, YOUNG, SWETT & McCOLLOCH
1948 - 1950

October 11, 1960

Oregon State Highway Commission
Salem, Oregon

#5339

Attention Mr. C. W. Head
Assistant Secretary

Re: Standard Oil Company of California,
Western Operations, Inc. -
Natt McDougall Company

Gentlemen:

I refer to your letter of October 6, 1960, to Standard Oil Company of California, Western Operations, Inc., acknowledging receipt of its claim in the amount of $4,520.59 for petroleum products furnished to Natt McDougall Company in connection with its contract no. 5339 for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Oregon.

We have now been informed by Standard that it has received full payment of the above-mentioned claim.

A copy of this letter is being sent to the Secretary of State.

Very truly yours,

Harry J. DeFranco

Cc Secretary of State
State of Oregon
Salem, Oregon

NOTED
C. W. HEAD

RECEIVED
OCT 13 1960

FOR FILING

1-5-4 (2.0) 19

October 12, 1960

General Insurance Company of America
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

We have received a letter, dated October 11, from Koerner, Young, McColloch & Dezendorf, attorneys at law, Portland, informing us that Standard Oil Company of California, Western Operations, Inc., have received full payment in the amount of $4,220.30 for petroleum products furnished to Matt McDougall Company, about which we wrote to you on October 6. This pertains to State Highway Contract No. 5339 for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Dooly & Company
Board of Trade Building
Portland 4, Oregon

Matt McDougall Company
824 Pittock Block
Portland 5 , Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

NOTED ON CARD
Ec

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OCT 10 1960
FOR FILING

1-5-4(20)

5321

October 6, 1960

General Insurance Company of America
Portland Branch Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

Attached is a copy of a claim in the amount of $4,320.59 which has been filed with the Secretary of State by the Standard Oil Company of California, Western Operations, Inc., for petroleum products furnished to Matt McDougall Company. This was filed by the Secretary of State on September 30, 1960, his file No. 3725.

This appears to be in connection with State Highway Contract No. 5339 with Matt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

Enc.

CC:
Dooly & Co.
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD
lc

Matt McDougall Company
824 Pittock Block
Portland 5, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
OCT · 0 1960

FOR FILING
1-5-4(20)198

5339

October 6, 1960

Standard Oil Company of California
Western Operations, Inc.
520 S. W. Yamhill Street
Portland 7, Oregon

Attention: Mr. E. A. Hrdlicka
Regional Credit Manager

Gentlemen:

This is to acknowledge receipt of your claim, dated September 27, 1960, in the amount of $4,520.59 for petroleum products furnished to Natt McDougall Company. You state that this is in connection with the Natt McDougall Company Contract No. 5339 for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

We have checked with the Secretary of State's office and they have informed us that your claim was received and filed September 30, 1960, their File No. 3725.

This claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

cc:
Koerner, Young, McColloch & Dezendorf
800 Pacific Building
Portland, Oregon, 4

NOTED ON CARD
dc

CWH:fp

KOERNER, YOUNG, McCOLLOCH & DEZENDORF
800 PACIFIC BUILDING
PORTLAND 4, OREGON

LYH
[illegible]

REGISTERED
NO. 213541
RETURN RECEIPT REQUESTED

RECEIVED
SEP 30 1960
OREGON
STATE HIGHWAY COMMISSION

Secretary, State Highway Commission
State Highway Department
Salem, Oregon

RECEIVED
OCT 10 1960
FOR FILING
1-5-4 (20) 199

5331

October 5, 1960

Hart, Rockwood, Davies, Biggs & Strayer
Yeon Building
Portland, Oregon

Attention: Mr. Bob Huntington

Gentlemen:

At the request of our Mr. George Rohde, Asst. Chief Counsel, we are furnishing you the following information pertaining to the Matt McDougall Co. Contract No. 5339 for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County:

This project was completed July 22, 1960, and was accepted by the State Highway Commission September 29, 1960.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

cc Mr. George Rohde

CWH:fp

RECEIVED
OCT 1960
FOR FILING

JUSTIN N. REINHARDT
SEYMOUR L. COBLENS
~~NORMAN A. STOLL~~
MORTON A. WINKEL

I 5 4(2) 115
5339

LAW OFFICES
REINHARDT, COBLENS & STOLL
CORBETT BUILDING
PORTLAND 4, OREGON
CAPITOL 6-6695

BARNETT H. GOLDSTEIN
COUNSEL

RECEIVED
OCT 4 1960
LEGAL DEPT.

October 3, 1960

Cecil, Call me on this
Leo

Oregon State Highway Department
Salem, Oregon

Attention: Leo B. Nuttman

Gentlemen:

Confirming our telephone conversation of today, I am informed by you that all claims filed with you against the Natt McDougall Company by persons furnishing labor or materials in connection with the performance of contract No. 5339, Coburg Road job, have been discharged with the exception of a claim by Standard Oil Company of California in the amount of $4,520.59 which was filed with you on September 30th, the day following your acceptance of the job. Based upon this information, General Insurance Company of America, which furnished the performance and payment bond to you in connection with this job has no objection to the payment by you to the United States National Bank of Oregon (Portland) of the balance due the Natt McDougall Company in payment for the job.

Very truly yours,

REINHARDT, COBLENS & STOLL

Justin N. Reinhardt

Justin N. Reinhardt

JNR:cas

NOTED
C. W. HEAD

Salem, Oregon
October 3, 1960

Contract No. 5339 - Natt McDougall

Mr. C. H. Maison
Accounting Division

OFFICE

I have examined all releases for labor and material liens and find them all in order.

Payment of all money due and owing to Natt McDougall may now be made to U. S. National Bank, 321 S. W. 6th Avenue, Portland. These checks should be sent to the attention of Carvel Linden.

LEO V. NUTTMAN
Staff Attorney

LVN:bjk

RECEIPT FOR PAYMENT AND RELEASE OF CONTRACT

The undersigned Mercer Steel Company, Inc., an Oregon Corporation, does hereby acknowledge receipt of the sum of Two Thousand Five Hundred Twenty-One Dollars and One Cent ($2,521.01), the sufficiency of which is hereby acknowledged as a full and complete payment, satisfaction and discharge of all claims, demands and causes of action on account of work or labor performed or material furnished to Natt McDougall Company, a Delaware Corporation, with its offices in Portland, Oregon, for furnishing all equipment, labor, materials, tools, and supplies necessary to perform all work pursuant to a contract entered into October 23, 1958 by and between the State of Oregon acting by and through the Oregon State Highway Commission and the Natt McDougall Company to furnish all machinery, tools, equipment, materials, supplies, and labor necessary to perform and complete the work for the Linn County Line-McKenzie River Section, Pacific Highway, Contract No. 5339, FAP No. I-5-4(20)198.

The undersigned does hereby release and forever discharge said Natt McDougall Company and the State of Oregon acting by and through the Oregon State Highway Commission from any and all claims, demands, or causes of action; and from any lien for any labor performed, or equipment furnished or materials or supplies furnished in the performance of said contract including any personal lien as contractor, sub-contractor, or in person, and including all claims for extras; and from every claim, demand, or lien arising from or growing out of any act or thing done or suffered by the undersigned, their agents or servants, in connection with such construction arising out of contract or tort.

The undersigned does further withdraw and authorize the State of Oregon acting by and through the Oregon State Highway Commission to withdraw any and all claims and/or lien notices heretofore filed by the undersigned with the Oregon State Highway Commission relating or in any manner pertaining to any and all of the matters heretofore set forth.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be duly executed, this 30th day of September, 1960.

MERCER STEEL COMPANY, INC.

BY Neil A. Austin
Controller

STATE OF OREGON) ss.
COUNTY OF MULTNOMAH)

On this 30th day of September, 1960 personally appeared Neil A. Austin who, being duly sworn, did say that he is the Controller of Mercer Steel Company, Inc., and that the seal affixed to said instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors; and he acknowledged said instrument to be its voluntary act and deed.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

Marjorie L. Johnson
NOTARY PUBLIC FOR OREGON
My Commission Expires Feb. 28, 1964

RECEIPT FOR PAYMENT AND RELEASE OF CONTRACT

The undersigned Halton Tractor Co., an Oregon Corporation, does hereby acknowledge receipt of the sum of Two Thousand Six Hundred Twenty-Five Dollars ($2,625.00) and Model D7 Caterpillar Tractor, Serial Number 3T15843, Model 24 Caterpillar Cable Control Unit, Serial Number 8D14176 and Model 7S Caterpillar Bulldozer, Serial Number 17C480 and Hyster Hystaway, Serial Number HW-74482 with Backhoe Serial Number HWH-75116 and D6 Hystaway Boom, Serial Number HW-23699, the sufficiency of which is hereby acknowledged as a full and complete payment, satisfaction and discharge of all claims, demands and causes of action on account of work or labor performed or material furnished to Natt McDougall Company, a Delaware Corporation, with its offices in Portland, Oregon, for furnishing all equipment, labor, materials, tools, and supplies necessary to perform all work pursuant to a contract entered into October 23, 1958 by and between the State of Oregon acting by and through the Oregon State Highway Commission and the Natt McDougall Company to furnish all machinery, tools, equipment, materials, supplies, and labor necessary to perform and complete the work for the Linn County Line-McKenzie River Section, Pacific Highway, Contract No. 5339, F.A.P. No. I-5-4(20)198.

The undersigned does hereby release and forever discharge said Natt McDougall Company and the State of Oregon acting by and through the Oregon State Highway Commission from any and all claims, demands, or causes of action; and from any lien for any labor performed, or equipment furnished or materials or supplies furnished in the performance of said contract including any personal lien as contractor, sub-contractor, or in person, and including all claims for extras; and from every claim, demand, or lien arising from or growing out of any act or thing done or suffered by the undersigned, their agents or servants, in connection with such construction arising out of contract or tort.

The undersigned does further withdraw and authorize the State of Oregon acting by and through the Oregon State Highway Commission to withdraw any and all claims and/or lien notices heretofore filed by the undersigned with the Oregon State Highway Commission relating or in any manner pertaining to any and all of the matters heretofore set forth.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be duly executed, this 28th day of September, 1960.

HALTON TRACTOR CO.

BY Merwin E. Anderson
Assistant Secretary

STATE OF OREGON)
COUNTY OF MULTNOMAH) ss.

On this 28th day of September, 1960 personally appeared Merwin E. Anderson who, being duly sworn, did say that he is the Assistant Secretary of Halton Tractor Co., and that the seal affixed to said instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors; and he acknowledged said instrument to be its voluntary act and deed.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

Carl Robert Wells
Notary Public for Oregon
My commission expires 10/19/63

RECEIPT FOR PAYMENT AND RELEASE OF CONTRACT

The undersigned Morse Brothers, a Co-Partnership consisting of J. D. Morse, F. W. Morse and W. F. Morse, does hereby acknowledge receipt of the sum of Two Thousand Three Hundred Eighty-Five Dollars and Sixty-One Cents ($2,385.61), the sufficiency of which is hereby acknowledged as a full and complete payment, satisfaction and discharge of all claims, demands and causes of action on account of work or labor performed or material furnished to Natt McDougall Company, a Delaware Corporation, with its offices in Portland, Oregon, for furnishing all equipment, labor, materials, tools, and supplies necessary to perform all work pursuant to a contract entered into October 23, 1958 by and between the State of Oregon acting by and through the Oregon State Highway Commission and the Natt McDougall Company to furnish all machinery, tools, equipment, materials, supplies, and labor necessary to perform and complete the work for the Linn County Line-McKenzie River Section, Pacific Highway, Contract No. 5339, F.A.P. No. I-5-4(20)198.

The undersigned does hereby release and forever discharge said Natt McDougall Company and the State of Oregon acting by and through the Oregon State Highway Commission from any and all claims, demands, or causes of action; and from any lien for any labor performed, or equipment furnished or materials or supplies furnished in the performance of said contract including any personal lien as contractor, sub-contractor, or in person, and including all claims for extras; and from every claim, demand, or lien arising from or growing out of any act or thing done or suffered by the undersigned, their agents or servants, in connection with such construction arising out of contract or tort.

The undersigned does further withdraw and authorize the State of Oregon acting by and through the Oregon State Highway Commission to withdraw any and all claims and/or lien notices heretofore filed by the undersigned with the Oregon State Highway Commission relating or in any manner pertaining to any and all of the matters heretofore set forth.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be duly executed, this 30th day of September, 1960.

MORSE BROTHERS

BY W. F. Morse

STATE OF OREGON)
COUNTY OF LINN) ss.

On this 30th day of September, 1960 personally appeared W. F. Morse who, being duly sworn, did say that he is a partner of Morse Brothers, a Co-Partnership, and that the foregoing instrument was signed in behalf of said partnership; and he acknowledged said instrument to be its voluntary act and deed.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

Notary Public for Oregon

My Commission expires August 13, 1962

RECEIPT FOR PAYMENT AND RELEASE OF CONTRACT

The undersigned Loggers & Contractors Machinery Company, an Oregon Corporation, does hereby acknowledge receipt of the sum of Thirty-Two Thousand One Hundred Fifty-Three Dollars and Thirteen Cents ($32,153.13), the sufficiency of which is hereby acknowledged as a full and complete payment, satisfaction and discharge of all claims, demands and causes of action on account of work or labor performed or material furnished to Natt McDougall Company, a Delaware Corporation, with its offices in Portland, Oregon, for furnishing all equipment, labor, materials, tools, and supplies necessary to perform all work pursuant to a contract entered into October 23, 1958 by and between the State of Oregon acting by and through the Oregon State Highway Commission and the Natt McDougall Company to furnish all machinery, tools, equipment, materials, supplies, and labor necessary to perform and complete the work for the Linn County Line-McKenzie River Section, Pacific Highway, Contract No. 5339, F.A.P. No. I-5-4(20)198.

The undersigned does hereby release and forever discharge said Natt McDougall Company and the State of Oregon acting by and through the Oregon State Highway Commission from any and all claims, demands, or causes of action; and from any lien for any labor performed, or equipment furnished or materials or supplies furnished in the performance of said contract including any personal lien as contractor, sub-contractor, or in person, and including all claims for extras; and from every claim, demand, or lien arising from or growing out of any act or thing done or suffered by the undersigned, their agents or servants, in connection with such construction arising out of contract or tort.

The undersigned does further withdraw and authorize the State of Oregon acting by and through the Oregon State Highway Commission to withdraw any and all claims and/or lien notices heretofore filed by the undersigned with the Oregon State Highway Commission relating or in any manner pertaining to any and all of the matters heretofore set forth.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be duly executed, this 28 day of September, 1960.

LOGGERS AND CONTRACTORS MACHINERY COMPANY

BY A. F. Ser[illegible]
Pres.

STATE OF OREGON)
COUNTY OF MULTNOMAH) ss.

On this 28 day of September, 1960 personally appeared A. F. Sersan[illegible]s who, being duly sworn, did say that he is the President of Loggers & Contractors Machinery Company, and that the seal affixed to said instrument is the corporate seal of said corporation and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors; and he acknowledged said instrument to be its voluntary act and deed.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal the day and year last above written.

My commission expires November [illegible]

RECEIPT FOR PAYMENT AND RELEASE OF CONTRACT

The undersigned, MEL GOODIN TIRE CO., an Oregon corporation, does hereby acknowledge receipt of the sum of Thirty-Five Thousand Dollars ($35,000) and of the recapped tires described in Schedule A attached hereto as a full and complete payment, satisfaction and discharge of all claims, demands and causes of action on account of work or labor performed or material furnished to Natt McDougall Company, a Delaware Corporation, with its offices in Portland, Oregon, for furnishing all equipment, labor, materials, tools and supplies necessary to perform all work pursuant to a contract entered into October 23, 1958, by and between the State of Oregon acting by and through the Oregon State Highway Commission and the Natt McDougall Company to furnish all machinery, tools, equipment, materials, supplies, and labor necessary to perform and complete the work for the Linn County Line-McKenzie River Section, Pacific Highway, Contract No. 5339, F.A.P. No. I-5-4(20)198.

The undersigned does hereby release and forever discharge said Natt McDougall Company and the State of Oregon acting by and through the Oregon State Highway Commission from any and all claims, demands, or causes of action; and from any lien for any labor performed, or equipment furnished or materials or supplies furnished in the performance of said contract, including any personal lien as contractor, subcontractor, or in person, and including all claims for extras; and from every claim, demand, or lien arising from or growing out of any act or thing done or suffered by the undersigned, their agents or servants, in connection with such construction arising out of contract or tort.

The undersigned does further withdraw and authorize the State of Oregon acting by and through the Oregon State Highway Commission to withdraw any and all claims and/or lien notices heretofore filed by the undersigned with the Oregon State Highway Commission relating or in any manner pertaining to any and all of the matters heretofore set forth.

IN WITNESS WHEREOF, the undersigned has caused this instrument to be duly executed this 30th day of September, 1960.

MEL GOODIN TIRE CO.

By Mel Goodin, Pres.
Mel Goodin, Pres.

STATE OF OREGON, }
County of Multnomah } ss.

September 30, 1960.

Personally appeared Mel Goodin, who, being duly sworn, did say that he is the President of Mel Goodin Tire Co., that the seal affixed to the foregoing instrument is the corporate seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its board of directors; and he acknowledged said instrument to be its voluntary act and deed.

Before me:

Milton C. Lankton
Notary Public for Oregon
My commission expires: 9-19-61

SCHEDULE A

INVENTORY OF RECAPPED TIRES

Quantity	Description	
1	21x24	24 Ply
1	21x24	24 "
1	21x24	24 "
1	14x24	20 "
1	14x24	20 "
1	12x24	14 "
1	12x24	14 "
1	12x24	14 "
1	13x24	12 "
1	12x24	16 "
1	11x24	14 "
1	11x24	14 "
1	12x24	14 "
1	11x24	14 "
2	11x24	14 "
1	14x24	20 "
1	12x24	14 "
1	13x24	10 "
4	13x24	10 "

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH
(Fourth Judicial District)

MEL GOODIN TIRE CO.,
a corporation,
Plaintiff,
v.
NATT McDOUGALL CO.,
a corporation,
Defendant.

No. 266-800

ORDER OF DISMISSAL

Based upon the written stipulation on file herein that this action, having been fully compromised, adjusted and settled, may be dismissed with prejudice and without costs to either party, now, therefore,

IT IS HEREBY ORDERED that the above-entitled action be and the same hereby is dismissed with prejudice and without costs to either party.

DATED: September 30, 1960

s/ Charles W. Redding
Circuit Judge

Hart, Rockwood, Davies,
Biggs and Strayer,
1410 Yeon Building,
Portland 4, Oregon.
Attorneys for Defendant.

Certified a true copy
By Robert H. Huntington
Of Attorneys for Defendant

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH
(Fourth Judicial District)

MEL GOODIN TIRE CO.,
a corporation,

Plaintiff,

v.

NATT McDOUGALL CO.,
a corporation,

Defendant.

No. 266-800

STIPULATION

It is stipulated and agreed by and between the above-named parties through their undersigned attorneys that this case, having been fully compromised, adjusted and settled, may be dismissed with prejudice and without costs to either party.

Geo. Beaty

Of attorneys for Plaintiff

Robert H. Huntington

Of attorneys for Defendant

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 2- 1960
LEGAL DEPT.

September 27, 1960

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

REFERRED 9-28-60
TO Nuttman
F
LEONARD I. LINDAS

Gentlemen:

Semi-final payment has been prepared on Contract 5339, awarded to Natt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County. This payment, in the amount of $10,133.92, is being held in our office until the status of the garnishment and an assignment has been determined. The retained percentage will be $33,265.53.

Claims have been filed against this contract, concerning which you were previously notified.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj
cc: C. H. Maison
L. I. Lindas
Att: Leo Nuttman

See letter

RECEIVED
DEC 14 1960

FOR FILING

1-5-4 (20) 19

5339

2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1960

To: Floyd Query
Secretary

OFFICE

SUBJECT: Screen Planting-Briggs Borrow Pit
Linn County Line - McKenzie River
Contract 5339 Prefix 620-1042

Perhaps the final payment to Natt McDougal Company should be withheld until such time as this office can check out the value of the Raymond L Briggs, et ux deed for the 3.9 acres screen planting that was required by Contract 5339.

We are just in receipt of the deed dated January 12, 1959 signed by Raymond L. Briggs. We will forward it through the title company to see if the title is still good and to check on the taxes and any other liens that might be on the property. It appears very unlikely that the taxes for 1959-60 have been paid ~~and~~ there are now 1960-61 taxes that are a lien but the amount is undeterminable.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

EFS:sm

cc/ R. L. Porter, Attn: Doug Parkes

10-20 called Saling, he will
Check status of deed & taxes

12-13 - No word from Saling

NOTED
FLOYD QUERY

FORM E-80 80M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1960

RECEIVED
[illegible] 1960
LEGAL DEPT.

SUBJECT: **Contract No. 5339**

To:

C. H. Maison
Auditor

On July 18, 1960 we received in this office an assignment approved by the surety to U.S. National Bank for all funds due or to become due on Contract 5339, awarded to Natt McDougall Company. On July 25 a garnishment in favor of Mel Goodin Tire Company was served in this office.

The Legal and Right of Way Division, through Mr. Leo Nuttman, has requested that all payments be held up on this contract pending the determination of the status of the garnishment and assignment mentioned above.

Floyd Query

Floyd Query
Secretary

FQ:rj

cc: Mr. Leo Nuttman, Attorney ✓

9/15/60

List of Claims etc. filed on Contract #5339, Natt McDougall Co.

4-25-60	Loggers & Contractors Mach. Co. ✓ OK 240 S.E. Clay St. Portland, 14, Oregon	Claim — $44,936.58
7-15-60	The United States National Bank of Portland OK Portland 8, Oregon	Assignment
7-18-60	Morse Bros. OK P.O. Box 117 Harrisburg, Oregon	Claim — $2,385.61
7-25-60	Mel Goodin Tire Co. ✓ 2335 N. Clark Ave. Portland, Oregon	Garnishment — $54,747.21
7-28-60	Mercer Steel Co., Inc. ✓ OK 2636 N.W. 26th Ave. Portland 10, Oregon	Claim — $2,521.01
8-26-60	Helton Tractor Co. ✓ OK 4421 N.E. Columbia Blvd. Portland, Ore.	Claims $2,625.00 $19,499.82
8-31-60	Mel Goodin Tire Co. ✓ OK 2335 N. Clark Ave. Portland, Orego	Claim — $54,562.47

RECEIVED
OCT 1 1960
FOR FILING
1-5-4 (20) 194
HOWELL APPLING, JR. 5339
SECRETARY OF STATE

A

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

September 30, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from E. A. Hrdlicka, Regional Credit Manager, Standard Oil Company of California, Western Operations, Inc., 520 S. W. Yamhill Street, Portland 7, Oregon and filed as of this date, a notice of claim by Standard Oil Company for materials in the sum of $4,520.59 against the bond taken from Natt McDougall Company, principal and General Insurance Company, surety for the work of grading the Linn County line-McKenzie River Section of the Pacific Highway in Lane County, Oregon. State Highway Contract No. 5339.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed photo copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo O Stephens

Public Records Section

GS:FK
Enc.

NOTED
C. W. HEAD

RECEIVED
OCT 11 1960
OREGON
STATE HIGHWAY COMMISSION

STANDARD OIL COMPANY OF CALIFORNIA
WESTERN OPERATIONS, INC.
520 S.W. YAMHILL STREET • PORTLAND 7 • OREGON
TELEPHONE CAPITOL 2-4161

E. A. HRDLICKA
REGIONAL CREDIT MANAGER
D. H. CHARNO
D. DOROTHY
ASST. REGIONAL CREDIT MANAGERS

September 29, 1960

TO: Secretary of State of Oregon
and
Secretary, State Highway Commission
State of Oregon

NOTICE IS HEREBY GIVEN that Standard Oil Company of California, Western Operations, Inc., a corporation, has a claim for materials, namely petroleum products furnished and supplied by it, in the sum of $4,520.59 against the bond taken from Natt McDougall Company as Principal, and General Insurance Company of America as Surety, for the work of grading the Linn County Line - McKenzie River Section of the Pacific Highway in Lane County, Oregon, Contract No. 5339 of the Oregon State Highway Department; which materials were so supplied by the undersigned during the period from October, 1959 to July, 1960, and were used in the performance of the work covered by said contract and bond.

DATED this 27th day of September, 1960.

STANDARD OIL COMPANY OF CALIFORNIA,
WESTERN OPERATIONS, INC.

By EAHrdlicka
Regional Credit Manager

File # 3725

FILED
SEP 30 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 28 1960

FOR FILING
1-5-4 ([illegible]
[illegible]

September 27, 1960

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Semi-final payment has been prepared on Contract 5339, awarded to Natt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County. This payment, in the amount of $10,133.92, is being held in our office until the status of the garnishment and an assignment has been determined. The retained percentage will be $33,265.53.

Claims have been filed against this contract, concerning which you were previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:rj
cc: C. H. Maison
L. I. Lindas
Att: Leo Nuttman

RECEIVED

FOR FILING

I-5-4(20)198

Mr. W. C. Williams, State Highway Engineer **September 19, 1960**
Salem, Oregon

5339

C. G. Polk, Division Engineer
08-35.4-DA Salem, Oregon

Oregon Project I-5-4(20)198
Linn County Line-McKenzie River Section, Pacific Freeway
Order for State Force work dated August 9, 1960
Mulching of crossroad fill areas

Reference is made to your letter dated August 19, 1960 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. **The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.**
2. **The State has trained men and specialized equipment to perform the work most economically.**
3. **The amount of the work is too small to warrant a separate contract.**

Reimbursement will be made on an actual cost basis.

Orig
Dunster

RECEIVED
SEP 15 1960
FOR FILING

I-5-4(20)198

5339

September 15, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6-supplemental covering extra clearing and ditch construction on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

This supplemental order is submitted to cover the overrun of the original order, which was approved by the BPR.

The overrun was caused by additional clearing work required for the proper finishing of the ditch.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

H

RECEIVED
SEP [illegible] 1960

FOR FILING
1-5-4 (60) 145

5339

September 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7-Supplemental covering the removal of loose shot rock on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339.

This supplemental order is to cover the overrun of the original order, which was approved by the BPR May 4, 1960. Due to the condition of the bank, more work than anticipated was required.

The work was necessary for safety of traffic on the frontage road and workmen, and was ordered by the State Industrial Accident Commission.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

Encl.

Form E-1—(Rev.)—

1-5-4 (20) 198

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 10, 1960

Section Linn County Line - McKenzie River

Kind of work Grading

Highway Pacific County Lane

Section prefix 620-1042

Contractor Natt McDougall Co.

Contract number 5339

Date of contract Oct. 21, 1958

Specified work days 140

Date work started Sep. 16, 1958

Work days used 136

Project authorization $1,291,699.00

Exclusive of engineering $1,190,555.99

Per cent of time elapsed 97.14 %

Estimated cost of completed project, exclusive of engineering $1,177,929.61

Estimated per cent overrun or underrun . . . . . 1.62 %

Per cent of contract completed, based on estimated cost . . . . . 100.00 %

Engineering authorization $91,143.04

Engineering cost to date $79,814.94, 87.57 %

Date project was completed ...., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The Semi-final Estimate was shipped to the Division Office Tuesday Evening.

This will be the last weekly report.

CONSTRUCTION DIVISION
RECEIVED
SEP 12 1960
NOTED

NOTED

NOTED
C. E. PAULSEN

Signed H. E. Mayfield

Address 2141 E. 15th. Ave. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	~~MAINTENANCE MATERIALS~~	~~OIL AND BITUMINOUS MACADAM~~	PAVING
Miles in project	6.08		Type 2 Fence	Class A Conc.	
Miles partially completed					
Miles completed	6.08				
Total estimated quantities (contract)	1,206,000c.y.	12,500 c.y.	4,460 rods	1,200 c.y.	
Total quantities corrected to date	1,092,259 c.y.	13,718 c.y.	4,420 rods	1,181.63 c.y.	
Estimated quantities moved or placed to date	1,092,259 c.y.	13,718 c.y.	4,420 rods	1,181.63 c.y.	
Average daily quantities	-	-	-	-	
Average daily quantities necessary to complete project on time	-	-	-	-	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	fair		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday			

RECEIVED
SEP 12 1960
FOR FILING

5339

noted on card

September 9, 1960

General Insurance Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

We have received notification from the Secretary of State informing us that Mel Goodin Tire Company's claim in the amount of $54,562.47 has now been filed in his office, his File No. 3719.

This is in connection with the Natt McDougall Company Contract No. 5339 for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County. A description of this claim was outlined in our letter to you of September 7.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Asst. Secretary

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

September 1, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from Milton C. Lankton, c/o Black, Kendall & Tremaine, 1200 Cascade Building, Portland 4, Oregon, and filed as of this date, a notice of claim by Mel Goodin Tire Company for labor and material supplied by same, supplying of service, repairs, and recapping of rubber tires and supplying of rubber tires and tubes to Natt McDougall Co. for the prosecution of the work provided in Oregon State Highway Contract No. 5339 in the sum of $54,552.47 against the bond taken from Natt McDougall Co., principal and General Insurance Company of America, surety for the work of grading on the Linn County Line--McKenzie River Section of the Pacific Highway.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
SEP 8 - 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

NOTICE OF CLAIM ON BOND BY MEL GOODIN
TIRE CO. STATE HIGHWAY COMMISSION
CONTRACT NO. 5339

TO: STATE OF OREGON, STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, Mel Goodin Tire Co., an Oregon corporation, has a claim for labor and material supplied by the undersigned, to-wit:

> Supplying of service, repairs, and recapping of rubber tires and supplying of rubber tires and tubes by the undersigned to the Natt McDougall Co. for the prosecution of the work provided in Oregon State Highway Commission Contract No. 5339, with said Natt McDougall Co.,

in the sum of FIFTY FOUR THOUSAND FIVE HUNDRED SIXTY TWO AND 47/100 ($54,562.47) DOLLARS against the bond dated October 23, 1958, taken from Natt McDougall Co., principal, and General Insurance Company of America, surety, for the work of grading on the Linn County Line - McKenzie River Section of the Pacific Highway as provided in Oregon State Highway Contract No. 5339 with the Natt McDougall Co. dated October 21, 1958, and that said claim is a just debt incurred in the performance of said contract and that although said debt is now due and owing, no part thereof has been paid.

MEL GOODIN TIRE COMPANY

By Mel Goodin
Mel Goodin, President

File # 3719

FILED
SEP 1 - 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
SEP 1 - 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

BLACK, KENDALL & TREMAINE
1200 CASCADE BUILDING
PORTLAND 4, OREGON

RECEIVED
SEP - 3 1960
FOR FILING

5337

Info noted
on card
RJ

September 7, 1960

Black, Kendall & Tremaine
1200 Cascade Building
Portland 4, Oregon

Attention: Milton C. Lankton

Gentlemen:

This is to acknowledge receipt of your letter of August 31 and the attached claim of your client, Mel Goodin Tire Company, Portland, in the amount of $54,562.47 for labor and material supplied to the Natt McDougall Company.

Our records indicate that this is in connection with State Highway Contract 5339, grading the Linn County Line-McKenzie River Section on the Pacific Highway in Lane County. This project was completed July 22, 1960 but has not been accepted by the State Highway Commission.

The Secretary of State's office has informed us that your client's claim was filed September 1, 1960 and is File No. 3719. This claim will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

September 7, 1960

Info noted on
Card R.J

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A letter dated August 31, 1960, with claim attached, has been received from Black, Kendall & Tremaine, Attorneys, Portland, on behalf of Mel Goodin Tire Company, Portland, advising that Natt McDougall Company owes them for labor and material in the amount of $54,562.47. This appears to be in connection with the Natt McDougall Company Contract 5339, grading the Linn County Line-McKenzie River Section on the Pacific Highway in Lane County

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Att: Secretary

CWH:rj

cc: Dooly & Co., Portland
Natt McDougall Company, Portland
Commission
W. C. Williams
Forrest Cooper

LAW OFFICES
BLACK, KENDALL & TREMAINE
1200 CASCADE BUILDING
PORTLAND 4, OREGON

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS

MILTON C. LANKTON
DAVID J. KRIEGER
JACK G. COLLINS
MICHAEL H. SCHMEER

TELEPHONE
CAPITOL 6-3245

August 31, 1960

REFERRED TO
C. H. MAISON, Auditor
[illegible]

SUBJECT: Notice of Claim on bond
State Highway Contract
No. 5339

State Highway Commission
State of Oregon
Salem, Oregon

Attention: Mr. Clifford Maison,
Accounting Office

Gentlemen:

We represent the Mel Goodin Tire Company of Portland, Oregon.

Enclosed you will find a Notice of Claim of the Mel Goodin Tire Company in the sum of $54,562.47 against the bond on Oregon State Highway Contract No. 5339 with the Natt McDougall Company dated October 21, 1958. The enclosed Notice of Claim is filed pursuant to the provisions of ORS 279.526 and ORS 279.528.

A signed duplicate original of the enclosed Notice of Claim has been presented to the Secretary of State of the State of Oregon in Salem, Oregon.

Very truly yours,

BLACK, KENDALL & TREMAINE

Milton C. Lankton
Milton C. Lankton

MCL:dh
Enc.

Sec. of State
9-1-60
3711
File No.

Clc
please handle as usual
F. C.

Completed July 22, 1960 not accepted — 9-7-60

NOTICE OF CLAIM ON BOND BY MEL GOODIN
TIRE CO. STATE HIGHWAY COMMISSION
CONTRACT NO. 5339

TO: STATE OF OREGON, STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, Mel Goodin Tire Co., an Oregon corporation, has a claim for labor and material supplied by the undersigned, to-wit:

> Supplying of service, repairs, and recapping of rubber tires and supplying of rubber tires and tubes by the undersigned to the Natt McDougall Co. for the prosecution of the work provided in Oregon State Highway Commission Contract No. 5339, with said Natt McDougall Co.,

in the sum of FIFTY FOUR THOUSAND FIVE HUNDRED SIXTY TWO AND 47/100 ($54,562.47) DOLLARS against the bond dated October 23, 1958, taken from Natt McDougall Co., principal, and General Insurance Company of America, surety, for the work of grading on the Linn County Line - McKenzie River Section of the Pacific Highway as provided in Oregon State Highway Contract No. 5339 with the Natt McDougall Co. dated October 21, 1958, and that said claim is a just debt incurred in the performance of said contract and that although said debt is now due and owing, no part thereof has been paid.

MEL GOODIN TIRE COMPANY

(SEAL)

By Mel Goodin
Mel Goodin, President

Form E-1—(Rev.)—

1-5-4 (20) 198

H

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 3, 1960

Section Linn County Line - McKenzie River

Kind of work Grading

Highway Pacific County Lane

Section prefix 620-1042

Contractor Natt McDougall Co.

Contract number 5339

Date of contract Oct. 21, 1958

Specified work days 140

Date work started Sep. 16, 1958

Work days used 136

Project authorization $ 1,291,699.00

Per cent of time elapsed 97.14 %

Exclusive of engineering $ 1,190,555.99

Estimated cost of completed project, exclusive of engineering $ 1,177,929.61

Estimated per cent ~~overrun or~~ underrun 1.62 %

Per cent of contract completed, based on estimated cost 100.00 %

Engineering authorization $ 91,143.04

Engineering cost to date $ 79,814.94, 87.57 %

Date project was completed July 22, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Mr. Jack McDougall was contacted reguarding submission of Form PR-47. With information from us he hopes to have this form back to us by Tuesday evening.

Due to construction work on other projects I have been unable to check and complete the Semi-final estimate this week as planned. It will be mailed by Tuesday evening.

The Contractor stated by telephone that he wanted a conference with Mr. Morgan and myself reguarding a claim.

Note.
M. N. Juve

NOTED

EWB

Signed H. E. Mayfield

Address 2141 E. 15 Ave Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

RECEIVED
SEP - 2 1960
FOR FILING
1-5-4 (20) 198
5339

Noted on card F.P.

September 2, 1960

General Insurance Company of America
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

We have received a letter, dated August 31, from the Secretary of State informing us that the two claims by Halton Tractor Company in the amounts of $2,625.00 and $19,499.82 have now been filed in his office, his file Nos. 3717, 3718.

These claims are in connection with the Natt McDougall Contract No. 5339, descriptions of which were outlined in our letter to you of August 29.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RECEIVED
SEP 7 1960
FOR FILING

[illegible]

5339

Noted on card

Salem, Oregon
September 2, 1960

Contract No. 5339

C. H. Maison
Auditor

On July 18, 1960 we received in this office an assignment approved by the surety to U.S. National Bank for all funds due or to become due on Contract 5339, awarded to Natt McDougall Company. On July 25 a garnishment in favor of Mel Goodin Tire Company was served in this office.

The Legal and Right of Way Division, through Mr. Leo Nuttman, has requested that all payments be held up on this contract pending the determination of the status of the garnishment and assignment mentioned above.

Floyd Query
Secretary

FO:rj

cc: Mr. Leo Nuttman, Attorney

This is to make a matter of record certain old instructions in this deal.

Noted on card
9/6/60
gmc

RECEIVED
AUG 30 1960
FOR FILING

[illegible]

5339

Posted N

August 29, 1960

General Insurance Company of America
Portland Service Office
209 S. W. 4th Ave.
Portland 4, Oregon

Gentlemen:

A letter, dated August 26, with two claims attached, has been received from McCormick & Wells, attorneys in Portland, on behalf of Halton Tractor Co., advising that the Natt McDougall Company owes them for equipment rental in the amounts of $2,625.00 and $19,499.82. These claims appear to be in connection with State Highway Contract No. 5339 with Natt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

These claims have been forwarded to the Secretary of State for filing. Attached are copies of them.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Natt McDougall Company
824 Pittock Block
Portland 5, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

Posted

RECEIVED
[illegible] 1960
FOR FILING
1-4-1 (20) 119
5339

August 29, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached are two claims for filing in the amounts of $2,625.00 and $19,499.82, received from McCormick & Wells, attorneys at law, on behalf of Halton Tractor Co., for equipment rental furnished to Natt McDougall Company.

This appears to be in connection with State Highway Contract No. 5339 with Natt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

Please acknowledge receipt of these two claims on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

4

NOTICE OF CLAIM

To: Secretary, Oregon State Highway Commission
State of Oregon
Salem, Oregon

Notice is hereby given that the Halton Tractor Co., an Oregon corporation, has a claim for rental of One Caterpillar No. 977 Traxcavator, Serial No. 20A804, for the prosecution of the work provided for in Highway Contract No. 5339 for grading the Linn County Line - McKenzie River Section of the Pacific Highway in Lane County, in the sum of $2,625.00 against the bond taken from the General Insurance Company of America for the prosecution of the work hereinabove described.

HALTON TRACTOR CO.

By Merwin E. Anderson
Assistant Secretary

STATE OF OREGON)
) ss.
County of Multnomah)

I, MERWIN E. ANDERSON, being first duly sworn, depose and say: That I am the Assistant Secretary of Halton Tractor Co., an Oregon corporation, the claimant in the above Notice; that I have read the foregoing Notice of Claim and know the contents thereof and that the same is true as I verily believe.

Merwin E. Anderson

Subscribed and sworn to before me this 24th day of August, 1960.

Donald B. McCormick
Notary Public for Oregon
My commission expires 10/19/63

File #3717

FILED
AUG 30 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
AUG 30 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTICE OF CLAIM

To: Secretary, Oregon State Highway Commission
State of Oregon
Salem, Oregon

NOTICE IS HEREBY GIVEN that the Halton Tractor Co., an Oregon corporation, has a claim for rental of the following equipment in the sums set opposite said equipment for the prosecution of the work provided for in Highway Contract No. 5339 for grading the Linn County Line - McKenzie River Section of the Pacific Highway in Lane County:

One Hyster D Grid Roller, Serial No. A53P-1613B	$1,540.00
One Caterpillar D-8 Tractor, Serial No. 14A9137, One Caterpillar No. 30 Cable Control, Serial No. 27E1906 and One Caterpillar 8S Bulldozer, Serial No. ________	5,323.27
One Caterpillar D-8 Tractor, Serial No. 35A192, One Caterpillar #176 Hydraulic Control, Serial No. 36E22, One Caterpillar 8S Bulldozer, Serial No. 29E186 and One Caterpillar #8 Ripper, Serial No. 53E69	6,609.16
One Caterpillar D-8 Tractor, Serial No. 36A482, One Caterpillar #176 Hydraulic Control, Serial No. 36E346 and One Caterpillar 8S Bulldozer, Serial No. 29E340	6,027.39

in the total sum of $19,499.82 against the bond taken from the General Insurance Company of America for the prosecution of the work hereinabove described.

File #3718

FILED
AUG 30 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

HALTON TRACTOR CO.

By Merwin E. Anderson
Assistant Secretary

RECEIVED
AUG 30 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
UG 30 1960
FOR FILING

1-4 4 ([illegible]) 49

5339

Posted

August 29, 1960

McCormick & Wells
Attorneys at Law
Equitable Building
Portland 4, Oregon

Attention: Mr. Donald B. McCormick

Gentlemen:

This is to acknowledge receipt of your letter of August 26 with attached claims of your client, Halton Tractor Co., in the amounts of $2,625.00 and $19,499.82. These claims are for equipment rental in connection with State Highway Contract No. 5339 with Natt McDougall Company.

So that there will be no misinterpretation of the law, we are forwarding these two claims to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor regarding the receipt of the claims.

As requested, we are attaching a certified copy of the contract and bond covering Natt McDougall Company Contract No. 5339.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

DONALD B. MCCORMICK
CARL ROBERT WELLS

TELEPHONE
CAPITOL 2-1027

MCCORMICK & WELLS
ATTORNEYS AT LAW
EQUITABLE BUILDING
PORTLAND 4, OREGON

August 26, 1960

Secretary, Oregon State Highway Commission
State of Oregon
Salem, Oregon

Dear Sir:

Enclosed are claims filed by the Halton Tractor Co. in connection with rentals of equipment concerning Highway Contract No. 5339 and an Affidavit as provided for in ORS 279.512, and we are requesting a certified copy of the contract and bond relating to said contract.

These claims are made pursuant to Oregon statutes relating to public contract and unless these claims are paid an action will be brought against the principal contractor and surety on the contractors bond.

Sincerely yours,

McCORMICK & WELLS

Donald B. McCormick
Donald B. McCormick

DBMc/hm
Encls.

RECEIVED
AUG 29 1960
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss.
County of Multnomah)

I, MERWIN ANDERSON, being first duly sworn, do depose and say that I am the Assistant Secretary of the Halton Tractor Co., an Oregon corporation; that the Halton Tractor Co. leased to the Natt McDougall Company, among other pieces of equipment, one Caterpillar No. 977 Traxcavator, Serial No. 20A804, for the prosecution of the work provided for in Highway Contract No. 5339 for grading the Linn County Line - McKenzie River Section of the Pacific Highway in Lane County; that said Natt McDougall Company is indebted to the Halton Tractor Co. for the rental of said equipment in the sum of $2,625.00 and said claim has not been paid.

HALTON TRACTOR CO.

By Merwin E. Anderson
Assistant Secretary

Subscribed and sworn to before me this 24th day of August, 1960.

Donald B. McCormick
Notary Public for Oregon
My commission expires 10/19/63

STATE OF OREGON)
) ss.
County of Multnomah)

I, MERWIN E. ANDERSON, being first duly sworn, depose and say: That I am the Assistant Secretary of Halton Tractor Co., an Oregon corporation, the claimant in the above Notice; that I have read the foregoing Notice of Claim and know the contents thereof and that the same is true as I verily believe.

Merwin E. Anderson

Subscribed and sworn to before me this 24th day of August, 1960.

Donald B. McCormick
Notary Public for Oregon
My commission expires 10/19/63

4

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

August 31, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received from you and filed as of August 30, 1960, a notice of claim in the amount of $2,625.00 and another in the amount of $19,499.82 for rental of equipment furnished to Natt McDougall Company against the bond taken from the General Insurance Company of America for the prosecution of the work provided for in Highway Contract No. 5339 for grading the Linn County Line--McKenzie River Section of the Pacific Highway in Lane County.

We are enclosing three copies of the claims for your information and files.

Kindly acknowledge receipt of the copies on the enclosed photo copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
[illegible] 1 - 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

Form E-1—(Rev.)—

I-5-4 (10) 198

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Aug. 27, 1960

Section Linn County Line - McKenzie River

Kind of work Grading

Highway ~~Paving~~ County Lane

Section prefix 620-1042

Contractor Natt McDougall Co.

Contract number 5339

Date of contract Oct. 21, 1958

Specified work days 140

Date work started Sep. 16, 1958

Work days used 136

Project authorization $ 1,291,699.00

Exclusive of engineering $ 1,190,555.99

Per cent of time elapsed 97.14 %

Estimated cost of completed project, exclusive of engineering $ 1,167,482.27

Estimated per cent ~~overrun or~~ underrun 1.94 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 91,143.04

Engineering cost to date $ 79,714.94 87.46 %

Date project was completed July 22, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	none

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

One man part time on Semi-final Estimate.

Due to the busy season it has been impossible to give the preparation of the Semi-final estimate my full attention, or to allow enough help to finish this estimate by the date previously given, Aug. 25. The present estimate is Sept. 2nd. provided the rest of the oil invoices are received from the shell oil co.

DIVISION
RECEIVED
1960

NOTED

Signed W. E. Mayfield

Address 2141 E. 15th. Ave. Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	~~MAINTENANCE MATERIALS~~	~~[illegible] BITUMINOUS MACADAM~~	PAVING
Miles in project	6.08		Type 2 Fence	Class A Conc.	
Miles partially completed					
Miles completed	6.08				
Total estimated quantities (contract)	1,206,000c.y.	12,500 c.y.	4,460 rods	1,200 c.y.	
Total quantities corrected to date	1,096,462.5	13,718 c.y.	4,420 rods	1,181.63 c.y.	
Estimated quantities moved or placed to date	1,096,462.5	13,718 c.y.	4,420 rods	1,181.63 c.y.	
Average daily quantities	0	0	0	0	
Average daily quantities necessary to complete project on time	0	0	0	0	
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	cloudy		
Monday	showers		
Tuesday	showers		
Wednesday	showers P.M.		
Thursday	partly cloudy		
Friday	cloudy		
Saturday			

RECEIVED
AUG 22 1960
FOR FILING

1-5-4 (20) 198

5339

August 19, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 4, Account No. 238, covering mulching on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

This work is necessary to control erosion on fill slopes as indicated on the Order. Seeding was done under State Force Order No. 2. The contractor is not equipped to do this work. The State has the necessary special equipment and experienced crews to do the work more economically than by separate contract.

Your approval of this order on actual cost basis under the provisions of PPM 21-6.3 is requested. It has been verbally approved by the BPR Area Engineer.

The total estimated amount of the order is $715.00, with Federal participation of $643.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb

Enc.

I 5 4(20)198

5339

NOTED ON CARD
dc

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO., a corporation
Plaintiff,

vs.

NATT McDOUGALL CO., a corporation
Defendant.

AMENDED
ANSWER OF GARNISHMENT
No. 266800

STATE OF OREGON)
) ss
Marion County)

To Denver Young, Sheriff of Marion County, Oregon

Comes now the Garnishee to whom the Notice of Garnishment hereof is directed, and for an Amended Answer to said Notice of Garnishment states and alleges as follows, to wit:

That at the time of said Notice of Garnishment upon it there was in its hands, or control no property, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the defendant Natt McDougall Co., a corporation, named in said Notice of Garnishment, or either of them, except the following:

The sum of $25,270.69 would be due and payable to the defendant Natt McDougall Co., a corporation, on July 29, 1960, as a partial payment on Highway Department Contract No. 5339, Linn County Line-McKenzie River Section of the Pacific Highway; the sum of $32,830.64 would be due and payable to the defendant Natt McDougall Co., a corporation, on July 29, 1960, as a retained percentage pursuant to the provisions of the construction contract between the said Natt McDougall Company and the State Highway Department and that an additional sum of money, the amount of which is undetermined at present, is due the Natt McDougall Company and will be payable when the final estimates are received, but for the following facts and circumstances: On July 15, 1960, the State Highway Department received from the United States National Bank of Portland, Oregon an assignment, which assignment was executed by the defendant, Natt McDougall Co., on the 16th day of December 1959, and by separate letter accepted by General Insurance Co. of America, surety for Natt McDougall Co., on the above contract.

RECEIVED
[illegible] - 1960
FOR FILING

I 5 4(20)198

5339

A

NOTED ON CARD
lc

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO., a
corporation
Plaintiff,

vs.

NATT McDOUGALL CO., a
corporation

Defendant.

AMENDED
ANSWER OF GARNISHMENT
No. 266800

STATE OF OREGON)
) ss
Marion County)

To Denver Young, Sheriff of Marion County, Oregon

Comes now the Garnishee to whom the Notice of Garnishment hereof is directed, and for an Amended Answer to said Notice of Garnishment states and alleges as follows, to wit:

That at the time of said Notice of Garnishment upon it there was in its hands, or control no property, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the defendant Natt McDougall Co., a corporation, named in said Notice of Garnishment, or either of them, except the following:

The sum of $25,270.69 would be due and payable to the defendant Natt McDougall Co., a corporation, on July 29, 1960, as a partial payment on Highway Department Contract No. 5339, Linn County Line-McKenzie River Section of the Pacific Highway; the sum of $32,830.64 would be due and payable to the defendant Natt McDougall Co., a corporation, on July 29, 1960, as a retained percentage pursuant to the provisions of the construction contract between the said Natt McDougall Company and the State Highway Department and that an additional sum of money, the amount of which is undetermined at present, is due the Natt McDougall Company and will be payable when the final estimates are received, but for the following facts and circumstances: On July 15, 1960, the State Highway Department received from the United States National Bank of Portland, Oregon an assignment, which assignment was executed by the defendant, Natt McDougall Co., on the 16th day of December 1959, and by separate letter accepted by General

RECEIVED
... 1960
FOR FILING
5339

8-3-60 + Mrs. Cook
notes on card

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO., a corporation
Plaintiff,

vs.

NATT McDOUGALL CO., a corporation
Defendant.

ANSWER OF GARNISHMENT
No. 266800

STATE OF OREGON)
Marion County) ss

To Denver Young, Sheriff of Marion County, Oregon.

Comes now the Garnishee to whom the Notice of Garnishment hereof is directed, and for Answer to said Notice of Garnishment states and alleges as follows, to wit:

That at the time of said Notice of Garnishment upon it there was in its hands, or control no property, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the defendant Natt McDougall Co., a corporation, named in said Notice of Garnishment, or either of them, except the following:

The sum of $ $25,270.69 would be due and payable to the defendant Natt McDougall Co., a corporation, on July 29, 1960, as a partial payment on Highway Department Contract No. 5339, Linn County Line-McKenzie River Section of the Pacific Highway, but for the following facts and circumstances: On July 15, 1960, the State Highway Department received from the United States National Bank of Portland, Oregon, an assignment, which assignment was executed by the defendant, Natt McDougall Co., on the 16th day of December 1959, and by separate letter accepted by General Insurance Co. of America, surety for Natt McDougall Co., on the above contract. That said assignment was received prior to the receipt of the within Notice of Garnishment.

That in addition to the above described assignment, the State Highway Department is in receipt of claims against Natt McDougall Co., a corporation, or his subcontractors, from Loggers and Contractors Machinery Co., 240 S.E. Clay St.,

1960

FOR FILING

5339

note on card

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO., a
corporation
Plaintiff,

vs.

NATT McDOUGALL CO., a
corporation

Defendant.

ANSWER OF GARNISHMENT
No. 266800

STATE OF OREGON) ss
Marion County)

To Denver Young, Sheriff of Marion County, Oregon.

Comes now the Garnishee to whom the Notice of Garnishment hereof is directed, and for Answer to said Notice of Garnishment states and alleges as follows, to wit:

That at the time of said Notice of Garnishment upon it there was in its hands, or control no property, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the defendant Natt McDougall Co., a corporation, named in said Notice of Garnishment, or either of them, except the following:

The sum of $ $25,270.69 would be due and payable to the defendant Natt McDougall Co., a corporation, on July 29, 1960, as a partial payment on Highway Department Contract No. 5339, Linn County Line-McKenzie River Section of the Pacific Highway, but for the following facts and circumstances: On July 15, 1960, the State Highway Department received from the United States National Bank of Portland, Oregon, an assignment, which assignment was executed by the defendant, Natt McDougall Co., on the 16th day of December 1959, and by separate letter accepted by General Insurance Co. of America, surety for Natt McDougall Co., on the above contract. That said assignment was received prior to the receipt of the within Notice of Garnishment.

That in addition to the above described assignment, the State Highway Department is in receipt of claims against Natt McDougall Co., a corporation, or his subcontractors, from Loggers and Contractors Machinery Co., 240 S.E. Clay St., Portland, Oregon; Morse Brothers, Harrisburg, Oregon and Mel Goodin Tire Co. That such claims are unsatisfied. That according to section 1.91A Standard Specifications for Highway Construction, which specifications are a part of Contract No. 5339, no partial or final payment may be made so long as any claim or lien filed or prosecuted against the State of Oregon remains unsatisfied.

DATED this 2nd day of August, 1960, Salem, Oregon

FLOYD A. QUERY
Secretary to the Oregon State Highway
Commission

RECEIVED
AUG 2 - 1960
FOR FILING

T 5-4(5)1198
5339

August 1, 1960

General Insurance Company of America
209 S. W. 4th
Portland 4, Oregon

Gentlemen:

A letter, dated July 29, 1960, has been received from the Secretary of State informing us that a claim in the amount of $2,521.01 has been filed by Mercer Steel Co., Inc., Portland, for furnishing concrete reinforcing steel bars to Natt McDougall Company. This is in connection with State Highway Contract No. 5339 with Natt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

This claim further states that the materials used on this job were purchased by Snook Brothers, Corvallis, a subcontractor of the Natt McDougall Company.

The Secretary of State's file number is 3711.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC: Dooly & Co.
Board of Trade Building
Portland 4, Oregon

Natt McDougall Company
824 Pittock Block
Portland 5, Oregon

NOTED ON CARD

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

July 29, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We have received and filed as of today from Mr. Neil A. Austin, Controller, Mercer Steel Co., Inc., 2636 N. W 26th Avenue, Portland 10, Oregon, a notice of claim by Mercer Steel Co., Inc., for furnishing concrete reinforcing steel bars in the sum of $2,521.01 against the bond taken from the McDougall Co., principal and General Insurance Co., surety for the work on the construction of the Linn County Line-McKenzie River Section of the Oregon State Highway, materials used on this job were purchased by a sub-contractor of the McDougall Co., Snook Brothers of Corvallis, Oregon. State Highway Contract No. 5339.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo O Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
AUG 1 1960
OREGON
STATE HIGHWAY COMMISSION

MERCER STEEL CO., INC.
2630 N. W. 26th AVE.
PORTLAND 10, OREGON

July 28, 1960

Howell Appling, Jr.
Secretary of State
121 State Capitol Building
Salem, Oregon

and

State of Oregon
State Highway Department
Floyd Query, Secretary
Salem, Oregon

Subject: Claim Against Bond - State Contract No. 5339
Linn County Line - McKenzie River Section -
Oregon State Highway

Notice is hereby given that the undersigned, Mercer Steel Co., Inc., an Oregon Corporation, has a claim for furnishing concrete reinforcing steel bars in the sum of $2,521.01 against the bond taken from the McDougall Co. and General Insurance Co. as surety for the work on the construction of the Linn County Line - McKenzie River Section of the Oregon State Highway. Our materials used on this job were purchased by a sub-contractor of the McDougall Co., Snook Brothers of Corvallis, Oregon.

MERCER STEEL CO., INC.

Neil A. Austin

Neil A. Austin, Controller

NAA/jm

cc: General Insurance Co.
4347 Brooklyn Ave.
Seattle, Washington

cc: Snook Brothers
P. O. Box 687
Corvallis, Oregon

RECEIVED
JUL 29 1960
[illegible]
STATE HIGHWAY [illegible]

RECEIVED
1960
FOR FILING

9:05 AM
7/29/60
D B Taylor

In the Circuit Court of the State of Oregon
FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO., a corporation
Plaintiff

5339

vs.

NATT McDOUGALL CO., a corporation
Defendant

Sheriff's No.

NOTICE OF GARNISHMENT
NO. 266,800

To OREGON STATE HIGHWAY COMMISSION (Clifford Mason, Accounting Department, Salem, Oregon)

YOU ARE HEREBY NOTIFIED, that by virtue of a Writ of Attachment issued out of the above entitled Court in the above entitled cause, and to me directed, a duly certified copy of which is hereby served upon you, all property, money, debts, rights, dues, and/or credits, of every nature, whether due or to become due, and especially amounts due and to become due to defendant under, pursuant and/or related to State Highway Commission Contract No. 5339, entered into on or about October 21, 1958 for the grading of the Linn County Line, Mackenzie River Section of Pacific Highway in Lane County, Oregon in your hands, or under your control, belonging or owing to the above named Defendant Natt McDougall Co., a corporation or either of them, are hereby Attached and garnished, and you are hereby required FORTHWITH to furnish to the undersigned a written statement of all such property, money, etc.

Dated at Salem, Oregon, July 28, 1960

Marion Denver Young
Sheriff of ~~Multnomah~~ Marion County, Oregon

By G. J. Malstrom Deputy.

FORM FOR YOUR ANSWER IS PROVIDED ON REVERSE SIDE HEREOF.

Sec. 29.280 Laws of Oregon provides that a return of this notice shall be filed within five days.

TED
LLOYD QUERY

RECEIVED
[illegible] - 1960
FOR FILING

9:05 AM
7/29/60
D B Taylor

In the Circuit Court of the State of Oregon
FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO., a corporation

Plaintiff

5339

vs.

NATT McDOUGALL CO., a corporation

Defendant

Sheriff's No.

NOTICE OF GARNISHMENT
NO. 266,800

To OREGON STATE HIGHWAY COMMISSION (Clifford Mason, Accounting Department, Salem, Oregon)

YOU ARE HEREBY NOTIFIED, that by virtue of a Writ of Attachment issued out of the above entitled Court in the above entitled cause, and to me directed, a duly certified copy of which is hereby served upon you, all property, money, debts, rights, dues, and/or credits, of every nature, whether due or to become due, and especially amounts due and to become due to defendant under, pursuant and/or related to State Highway Commission Contract No. 5339, entered into on or about October 21, 1958 for the grading of the Linn County Line, Mackenzie River Section of Pacific Highway in Lane County, Oregon in your hands, or under your control, belonging or owing to the above named Defendant Natt McDougall Co., a corporation or either of them, are hereby Attached and garnished, and you are hereby required FORTHWITH to furnish to the undersigned a written statement of all such property, money, etc.

Dated at Salem ~~Portland~~, Oregon, July 28, 1960

~~XXXXXXXXXXXXXX~~ Marion Denver Young
Sheriff of ~~Multnomah~~ County, Oregon

By A. J. Malstrom Deputy.

FORM FOR YOUR ANSWER IS PROVIDED ON REVERSE SIDE HEREOF.

Sec. 29.280 *Laws of Oregon provides that a return of this notice shall be filed within five days.*

STATE OF OREGON
County of ~~Multnomah,~~ Marion } ss.

ANSWER TO GARNISHMENT

Denver Young, Sheriff of Marion County
To ~~[illegible], Sheriff of Multnomah~~ County, Oregon:

Comes now the Garnishee to whom the Notice of Garnishment on the reverse side hereof is directed, and for Answer to said Notice of Garnishment states and alleges as follows, to-wit:

us our
That at the time of service of said Notice of Garnishment upon me there was in my hands, or control no pro-
it its
perty, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the Defendant..................

....

named in said Notice of Garnishment, or either of them, *except the following:*

....

Dated.. ....

FORM No. 41—WRIT OF ATTACHMENT w and Return.

In the Circuit Court of the State of Oregon

for the County of MULTNOMAH

MEL GOODIN TIRE CO., a
corporation,
Plaintiff

vs.

NATT McDOUGALL CO., a
corporation,
Defendant

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF MARION *GREETING:*

WHEREAS, the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Multnomah *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* Fifty-four Thousand Seven Hundred Forty-seven & 21/100ths *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and*

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, you are hereby commanded and required that you attach and safely keep all the property of the said defendant

Natt McDougall Co., a corporation

within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of Fifty-four Thousand Seven Hundred Forty-seven and 21/100ths ------------------------*Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and and costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS my hand and seal of said Circuit Court, this 25th
day of July*, 19*60

s/ SI COHN, County Clerk

MEL GOODIN TIRE CO., a
corporation,

Plaintiff

vs.

NATT McDOUGALL CO., a
corporation,

Defendant

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF MARION *GREETING:*

WHEREAS, the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Multnomah *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* Fifty-four Thousand Seven Hundred Forty-seven & 21/100ths *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and*

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, you are hereby commanded and required that you attach and safely keep all the property of the said defendant

Natt McDougall Co., a corporation

within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of Fifty-four Thousand Seven Hundred Forty-seven and 21/100ths ---------------------------- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and* *and costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS my hand and seal of said Circuit Court, this 25th *day of* July*, 19*60

s/ SI COHN, County Clerk
Clerk.

(SEAL)

s/ *By* E. Kell
Deputy.

................................, 19........, and executed the same on the ....day of ...., 19........, in................................County, Oregon, by levying upon and attaching at the suit of the within named................................

Plaintiff.... herein, all the right, title and interest of the within named................................

Defendant.... herein, in and to the personal property situated in said................................County, Oregon, described as follows:................................

and that I have levied upon and attached the same, by................................

....

Sheriff of................................County, Oregon,

By ....Deputy.

No.................

In the Circuit Court
of the State of Oregon

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO.,
a corporation
Plaintiff

vs.

NATT McDOUGALL CO.,
a corporation,
Defendant

Writ of Attachment
(FORM No. 48)

Filed................................, 19......

................................Clerk.

By................................Deputy.

908 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

Black, Kendall & Tremaine
1200 Cascade Building
Portland 4, Oregon

STATE OF OREGON,
County of Marion } ss.

I, Denver Young, Sheriff of Marion County, do hereby certify that I have carefully compared the foregoing copy of Writ of Attachment with the original thereof; that it is a correct transcript therefrom and of the whole thereof.

Dated this 28th day of July, 19 60.

Denver Young,

Sheriff of Marion County, Oregon,

By A. J. Maison Deputy.

STATE OF OREGON,
County of............................ } *ss.*

I hereby certify that I received the within named Writ of Attachment on the..................*day of*
.................., *19*......, *and executed the same on the*..................*day of*
.................., *19*......, *in*..................*County, Oregon, by levying upon and attaching at the suit of the within named*..................
....
Plaintiff.... *herein, all the right, title and interest of the within named*..................
....
Defendant.... *herein, in and to the personal property situated in said*..................*County, Oregon, described as follows:*..................
....
....
....
....
....
....
....
....
and that I have levied upon and attached the same, by..................
....
....
....
....

....
Sheriff of..................*County, Oregon,*
By ....*Deputy.*

No...................

In the Circuit Court
of the State of Oregon

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO.,
a corporation
Plaintiff

vs.

NATT McDOUGALL CO.,
a corporation,
Defendant

Writ of Attachment
(FORM No. 48)

Filed.................., *19*......
..................*Clerk.*
By..................*Deputy.*

908 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

Black, Kendall & Tremaine
1200 Cascade Building
Portland 4, Oregon

STATE OF OREGON,
County of......Marion...... } *ss.*

I, ...Denver Young......, *Sheriff of*......Marion...... *County, do hereby certify that I have carefully compared the foregoing copy of Writ of Attachment with the original thereof; that it is a correct transcript therefrom and of the whole thereof.*

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

RECEIVED
[illegible] 1960
LEGAL DEPT.

July 26, 1960

Mr. Leonard I. Lindas, Chief Counsel
Oregon State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Lindas:

Enclosed is Notice of Garnishment, Mel Goodin Tire Co. vs. Natt McDougall Co., delivered to Mr. McIver today.

Yours very truly,

Helen Fenton
Secretary to Mr. McIver

F/Enc.

TED
OYD QUE

FORM S-12

In the Circuit Court of the State of Oregon
FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO., a corporation

Plaintiff

vs.

NATT McDOUGALL CO., a corporation

Defendant

Sheriff's No.

NOTICE OF GARNISHMENT

266800

To OREGON STATE HIGHWAY COMMISSION (MILO McIVOR, CHAIRMAN, COMMERCE BLDG. 225 S.W. BRDWY PORTLAND OREGON)

YOU ARE HEREBY NOTIFIED, that by virtue of a Writ of Attachment issued out of the above entitled Court in the above entitled cause, and to me directed, a duly certified copy of which is hereby served upon you, all property, money, debts, rights, dues, and/or credits, of every nature, whether due or to become due, and especially amounts due and to become due to defendant under, pursuant and/or related to State Highway Commission Contract No. 5339, entered into on or about October 21, 1958 for the grading of the Linn County Line, Mackenzie River Section of Pacific Highway in Lane County, Oregon in your hands, or under your control, belonging or owing to the above named Defendant Natt McDougall Co., a corporation or either of them, are hereby Attached and garnished, and you are hereby required FORTHWITH to furnish to the undersigned a written statement of all such property, money, etc.

Dated at Portland, Oregon, July 25th 1960

~~FRANCIS LAMBERT~~, [redacted]

Sheriff of ~~Multnomah~~ MULTNOMAH County, Oregon

By ______________________ Deputy.

FORM FOR YOUR ANSWER IS PROVIDED ON REVERSE SIDE HEREOF.

Sec. 29.280 ***Laws of Oregon provides that a return of this notice shall be filed within five days.***

STATE OF OREGON
County of Multnomah, } ss.

ANSWER TO GARNISHMENT

To Francis Lambert, Sheriff of Multnomah County, Oregon:

Comes now the Garnishee to whom the Notice of Garnishment on the reverse side hereof is directed, and for Answer to said Notice of Garnishment states and alleges as follows, to-wit:

us our
That at the time of service of said Notice of Garnishment upon me there was in my hands, or control no property, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the Defendant..................
it its

....

named in said Notice of Garnishment, or either of them, *except the following:*

Dated.. ....

....

FORM No. 41—WRIT OF ATTACHMENT y and Return.

In the Circuit Court of the State of Oregon

for the County of MULTNOMAH

MEL GOODIN TIRE CO., a
corporation

Plaintiff

vs.

NATT McDOUGALL CO., a
corporation

Defendant

266800

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF Multnomah *GREETING:*

WHEREAS, the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Multnomah *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* Fifty-four Thousand Seven Hundred Forty-seven & 21/100ths, Dollars *lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May *, 19*60*, and*

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, you are hereby commanded and required that you attach and safely keep all the property of the said defendant Natt McDougall Co., a corporation *within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of* Fifty-four Thousand Seven Hundred Forty-seven and ------------------21/100ths----- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and* *and costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS my hand and seal of said Circuit Court, this 25th

day of July *, 19*60

(Seal)

SI COHN, COUNTY CLERK

MEL GOODIN TIRE CO., a
corporation

Plaintiff

vs.

NATT McDOUGALL CO., a
corporation

Defendant

266800

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF Multnomah *GREETING:*

WHEREAS, the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Multnomah *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* Fifty-four Thousand Seven Hundred Forty-seven & 21/100ths *Dollars lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May *, 19*60*, and*

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, you are hereby commanded and required that you attach and safely keep all the property of the said defendant

Natt McDougall Co., a corporation

within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of Fifty-four Thousand Seven Hundred Forty-seven and --------------------21/100ths----- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May *, 19*60*, and* *and costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS my hand and seal of said Circuit Court, this 25th

day of July *, 19*60

SI COHN, COUNTY CLERK

Clerk.

By E. KIEL

Deputy.

Seal

[illegible] Oregon

By W. F. [illegible]

Deputy

...., 19........, in ....County, Oregon, by levying upon and attaching at the suit of the within named ....

Plaintiff.... herein, all the right, title and interest of the within named ....

Defendant.... herein, in and to the personal property situated in said ....County, Oregon, described as follows: ....

and that I have levied upon and attached the same, by ....

....

Sheriff of ....County, Oregon,

By ....Deputy.

No. ....

In the Circuit Court

of the State of Oregon

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO.,

a corporation

Plaintiff

vs.

MATT McDOUGALL CO.,

a corporation

Defendant

Writ of Attachment

(FORM No. 48)

Filed ...., 19......

....Clerk.

By ....Deputy.

608 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

Black, Kendall & Tremaine
1200 Cascade Bldg.
Portland 4, Oregon

STATE OF OREGON,
County of .... } ss.

I, ..., Sheriff of .... County, do hereby certify that I have carefully compared the foregoing copy of Writ of Attachment with the original thereof; that it is a correct transcript therefrom and of the whole thereof.

Dated this..................day of.., 19.........

....

Sheriff of ....County, Oregon,

By ....Deputy.

STATE OF OREGON,

County of.. } *ss.*

I hereby certify that I received the within named Writ of Attachment on the.................................*day of*
...., *19*........, *and executed the same on the*..*day of*
...., *19*........, *in*.......................................*County, Oregon, by levying upon*
and attaching at the suit of the within named...

Plaintiff.... herein, all the right, title and interest of the within named...

Defendant.... herein, in and to the personal property situated in said...................................*County,*
Oregon, described as follows:..

and that I have levied upon and attached the same, by...

....

Sheriff of..*County, Oregon,*

By ....*Deputy.*

No.......................

In the Circuit Court
of the State of Oregon

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO.,
a corporation
Plaintiff

vs.

MATT McDOUGALL CO.,
a corporation *Defendant*

Writ of Attachment
(FORM No. 48)

Filed.................................., *19*........

....*Clerk.*

By..*Deputy.*

808 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

Black, Kendall & Tremaine
1200 Cascade Bldg.
Portland 4, Oregon

STATE OF OREGON,

County of.. } *ss.*

I, ..., *Sheriff of*..........................
County, do hereby certify that I have carefully compared the foregoing copy of Writ of Attachment with the original thereof; that it is a correct transcript therefrom and of the whole thereof

Received PM July 25, 1960 F. Query

FORM 6-10

In the Circuit Court of the State of Oregon
FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO., a
corporation

Plaintiff

vs.

NATT McDOUGALL CO., a
corporation

Defendant

Sheriff's No.

NOTICE OF GARNISHMENT

266800

To OREGON STATE HIGHWAY COMMISSION (FLOYD QUERY, SECRETARY)

YOU ARE HEREBY NOTIFIED, that by virtue of a Writ of Attachment issued out of the above entitled Court in the above entitled cause, and to me directed, a duly certified copy of which is hereby served upon you, all property, money, debts, rights, dues, and/or credits, of every nature, whether due or to become due, and especially amounts due and to become due to defendant under, pursuant and/or related to State Highway Commission Contract No. 5339, entered into on or about October 21, 1958 for the grading of the Linn County Line, Mackenzie River Section of Pacific Highway in Lane County, Oregon in your hands, or under your control, belonging or owing to the above named Defendant Natt McDougall Co., a corporation or either of them, are hereby Attached and garnished, and you are hereby required FORTHWITH to furnish to the undersigned a written statement of all such property, money, etc.

Dated at Portland, Oregon, July 25 1960

~~FRANCIS LAMBERT~~, Denver Young
Sheriff of ~~Multnomah~~ MARION County, Oregon

By A. I. Malstrom Deputy.

FORM FOR YOUR ANSWER IS PROVIDED ON REVERSE SIDE HEREOF.

Sec. 29.280 *Laws of Oregon provides that a return of this notice shall be filed within five days.*

STATE OF OREGON
County of ~~Multnomah~~ Marion } ss.

ANSWER TO GARNISHMENT

To ~~[illegible]~~ Denver Young, Sheriff of ~~Multnomah~~ Marion County, Oregon:

Comes now the Garnishee to whom the Notice of Garnishment on the reverse side hereof is directed, and for Answer to said Notice of Garnishment states and alleges as follows, to-wit:

That at the time of service of said Notice of Garnishment upon us me it there was in our my its hands, or control no property, money, debts, rights, dues and/or credits, due or to become due, belonging or owing to the Defendant..........

....

named in said Notice of Garnishment, or either of them, *except the following:*

Dated..........

....

....

FORM No. 48—WRIT OF ATTACHMENT— y and Return.

In the Circuit Court of the State of Oregon

for the County of MULTNOMAH

MEL GOODIN TIRE CO., a corporation,

Plaintiff

vs.

NATT McDOUGALL CO., a corporation,

Defendant

266800

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF MARION *GREETING:*

WHEREAS, the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Multnomah *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* Fifty-four Thousand Seven Hundred Forty-seven & 21/100ths *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and*

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, you are hereby commanded and required that you attach and safely keep all the property of the said defendant Natt McDougall Co., a corporation *within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of* Fifty-four Thousand Seven Hundred Forty-seven and 21/100ths---------------------------- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and and costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS my hand and seal of said Circuit Court, this day of July*, 19*60.

[illegible] ERK

MEL GOODIN TIRE CO., a
corporation,

Plaintiff

vs.

NATT McDOUGALL CO., a
corporation,

Defendant

266800

Writ of Attachment

TO THE SHERIFF OF THE COUNTY OF MARION *GREETING:*

WHEREAS, the above entitled action was commenced in the Circuit Court of the State of Oregon, for the County of Multnomah *by the plaintiff in the said action, to recover from the defendant in the said action the sum of* Fifty-four Thousand Seven Hundred Forty-seven & 21/100ths *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and*

and costs of suit and the necessary affidavit and undertaking herein having been filed as required by law.

NOW, THEREFORE, IN THE NAME OF THE STATE OF OREGON, you are hereby commanded and required that you attach and safely keep all the property of the said defendant Natt McDougall Co., a corporation *within your said County, not exempt from execution, or so much thereof as may be sufficient to satisfy said plaintiff's demand, namely: the said sum of* Fifty-four Thousand Seven Hundred Forty-seven and 21/100ths---------------------------- *Dollars, lawful money of the United States, besides interest at the rate of* 6 *per cent. per* annum *from the* 10th *day of* May*, 19*60*, and and costs and expenses of the action, and of this writ make legal service and due return to me.*

WITNESS my hand and seal of said Circuit Court, this

day of July*, 19*60*.*

OHN, COUNTY CLERK
Clerk.

By E KIEL

Deputy.

[illegible]

, 19......, and executed the same on the .... day of ...., 19......, in .... County, Oregon, by levying upon and attaching at the suit of the within named ....

Plaintiff.... herein, all the right, title and interest of the within named ....

Defendant.... herein, in and to the personal property situated in said .... County, Oregon, described as follows: ....

and that I have levied upon and attached the same, by ....

RECEIVED
MARION COUNTY
SHERIFF'S OFFICE
1960 JUL 25 PM 1 24
DENVER YOUNG, SHERIFF
BY [handwritten initials] DEPUTY

Sheriff of .... County, Oregon,

By .... Deputy.

No..............

In the Circuit Court

of the State of Oregon

FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO.,
a corporation
Plaintiff

vs.

NATT McDOUGALL CO.,
a corporation,
Defendant

Writ of Attachment

(FORM No. 48)

Filed ...., 19......

.... Clerk.

By .... Deputy.

808 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

Black, Kendall & Tremaine
1200 Cascade Building
Portland 4, Oregon

STATE OF OREGON,
County of Marion } ss.

I, Denver Young, Sheriff of Marion County, do hereby certify that I have carefully compared the foregoing copy of Writ of Attachment with the original thereof; that it is a correct transcript therefrom and of the whole thereof.

Dated this 25th day of July, 1960

Denver Young

Sheriff of Marion County, Oregon,

By A. J. Moestrom Deputy.

STATE OF OREGON,
County of.. } ss.

I hereby certify that I received the within named Writ of Attachment on the.............................day of ...., 19........, and executed the same on the..day of ...., 19........, in...County, Oregon, by levying upon and attaching at the suit of the within named..

Plaintiff.... herein, all the right, title and interest of the within named..

Defendant.... herein, in and to the personal property situated in said..County, Oregon, described as follows:..

and that I have levied upon and attached the same, by..

Sheriff of...County, Oregon,

By..Deputy.

RECEIVED
MARION COUNTY
SHERIFF'S OFFICE
1930 JUL 25 PM 1 24
DENVER YOUNG, SHERIFF
BY............DEPUTY

No...................

In the Circuit Court
of the State of Oregon
FOR MULTNOMAH COUNTY

MEL GOODIN TIRE CO.,
a corporation
Plaintiff

vs.

NATT McDOUGALL CO.,
a corporation,
Defendant

Writ of Attachment
(FORM No. 48)

Filed..............................., 19.........

......................................Clerk.

By..................................Deputy.

808 STEVENS-NESS LAW PUB. CO., PORTLAND, ORE.

Black, Kendall & Tremaine
1200 Cascade Building
Portland 4, Oregon

STATE OF OREGON,
County of Marion } ss.

I, Denver Young, Sheriff of Marion County, do hereby certify that I have carefully compared the foregoing copy of Writ of Attachment with the original thereof; that it is a correct transcript therefrom and of the whole thereof.

RECEIVED
JUL 28 1960
FOR FILING

I5 [illegible]

5339

A

5339

July 27, 1960

Black, Kendall & Tremaine
1200 Cascade Bldg.,
Portland 4
Oregon

Gentlemen:

With regard to our telephone conversation earlier today, you will find enclosed photocopies of the letter of Assignment to the US National Bank; letter from Dooly & Company (surety agent for General Insurance Co. of America) consenting to the assignment and confirming telephone conversation with Mr. Query; our letter to the surety agent acknowledging receipt of their letter to this office with carbon copies going to C. H. Maison, Auditor of the Accounting Division, and Natt McDougall Company (contractor).

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do
Attach.

RECEIVED
0
FOR FILING
T 5-4(60)198

5339

July 26, 1960

General Insurance Company
4347 Brooklyn Avenue
Seattle, Washington

RE: Oregon State Highway
Contract #5339

Attn: D. E. Spickard

Dear Sir:

This letter is to advise you that Snook Brothers have estimates and retainages due them on the above contract. We have two subcontracts with McDougall Company on this project.

This project is liable for the accounts of: Morse Brothers, P.O. Box 117, Harrisburg, Oregon in the amount of $2385.61, for materials furnished on contract #5339; Mercer Steel, 2636 N. W. 26th Avenue, Portland 10, Oregon in the amount of $2521.01 for material furnished on contract #5339.

Very truly yours,

L. Snook
Partner

CC: Morse Bro's.
McDougall Co.
Mercer Steel
O.S.H.Dep't.

RECEIVED
JUL 27 1960
SALEM
STATE HIGHWAY COMMISSION

ROUTED
LLOYD QUERY

A

RECEIVED
JUL 26 1960
FOR FILING
I-5-4(20)198
5339

July 25, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 22, 1960, on Contract No. 5339, Linn County Line-McKenzie River Section, in Lane County, in connection with Federal Aid Project No. I-5-4(20)198.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:jb

cc: Clarence G. Swenson

A

RECEIVED
JUL 31 1960
FOR FILING

[illegible]

5339

July 21, 1960

Morse Brothers
P. O. Box 117
Harrisburg, Oregon

Attention: W. F. Morse, Partner

Gentlemen:

This is in reply to your letter of July 18 advising us that Snook Brothers owe you $2,385.61 for materials furnished on Contract No. 5339.

The prime contractor on this project is Natt McDougall Company and is for grading on the Linn County Line-McKensie River Section of the Pacific Highway in Lane County. Apparently Snook Brothers operated as a subcontractor. General Insurance Company of America, through Dooly & Company, Board of Trade Building, Portland 4, furnished the performance bond on this contract, which bond is given to assure payment of bills incurred in the contract as well as completion of it.

At this date the contract has not been completed and, of course, not accepted by the Highway Commission. To protect your claim under the bond Oregon law requires that the claim be filed with the Secretary of State within six months after the contract has been accepted by the Highway Commission. We have attached excerpts from the Oregon law outlining the filing procedure. In the meantime, a claim will be noted in our records and we will advise the contractor and the surety that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
FC:rj

cc: Commission
W. C. Williams
Forrest cooper

NOTED ON CARD
dc

July 21, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A letter has been received from Morse Brothers, P. O. Box 117, Harrisburg, Oregon stating that Snook Brothers owe them the sum of $2,385.61 for materials furnished on Contract No. 5339.

The prime contractor on this project is Natt McDougall Company and is for grading on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County. Apparently Snook Brothers acted as a subcontractor.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rj

cc: Natt McDougall Company
Dooly & Company

NOTED ON CARD

Morse Bros.

TWO LOCATIONS

HARRISBURG
OREGON
P. O. Box 117
Phone WY ~~3-6755~~
5-2336

LEBANON
OREGON
P. O. Box 266
Phone AL 8-3111

Harrisburg
July 18,1960

Oregon State Highway Comm.
Mr. Floyd Query, Secretary
State Highway Bldg.,
Salem, Oregon

Re: - Snook Bros.
State Contract # 5339

Dear Sir:-

We wish to advise that we have a balance due us from Snook Bros. on the above number contract for materials furnished as follows:

Balance Due - $ 2385.61

This account is almost 1 year old and we would appreciate any help you could give us in collecting this account.

Thank you for your cooperation.

Very truly yours,

Morse Bros.-Harrisburg

by: W.F. Morse
W.F.Morse-Partner

RECEIVED
JUL 20 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL [illegible] 1960
FOR FILING

I 5-4(20)192

5339

A

July 18, 1960

General Insurance Company of America
Dooly & Company Insurance
Board of Trade Building
Portland 4, Oregon

Attention: E. S. Thomas

Dear Sir:

In this morning's mail we received your letter dated July 15, consenting to an assignment to the U. S. National Bank of Portland of all moneys due or to become due on contract No. 5339, awarded to Natt McDougall Company, for grading the Linn County Line on the McKenzie River Section of the Pacific Highway in Lane County.

A copy of this letter, as well as a copy of your letter, is being forwarded to Mr. C. H. Maison, Auditor, so that the assignment may be put into effect.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:rv

cc: C. H. Maison
Natt McDougall Company, 824 Pittock Block, Portland 5, Oregon

NOTED ON CARD

Dooly & Co.
INSURANCE

R. M. DOOLY
FERRY SMITH
E. S. THOMAS
H. S. GRANNATT
R. W. RIMBACH
F. WARREN MUNRO
J. W. BAYLESS
WILLIAM H. LILLY
J. R. THOMAS
T. F. FREWEN
CLAUDE LILLY
H. C. HOEVET
R. W. SKALLERUD
P. H. MACCASKILL
J. H. HEFTY
W. E. BOWES
BRUCE B. KEGG
J. D. McINROE
J. A. BENNISON
J. C. BURNETT
PAUL C. ASHER

Board of Trade Building / Portland 4, Oregon / CApitol 8-8311 / Cable Address: Dooly

Portland, Oregon

July 15, 1960

Attn: Mr. Floyd Query, Secretary

State Highway Commission
Salem, Oregon

Gentlemen:

The United States National Bank of Portland has today filed an assignment of all the moneys due or to become due on your Contract No. 5339 dated October 31, 1958 between yourselves and the Natt McDougall Company.

This is to inform you that a certain agreement was entered into between the General Insurance Company of America and the United States National Bank whereby certain rights were granted to the Bank and certain considerations were given by the Bank to the Insurance Company. One of the covenants of the Bank to the Insurance Company was that they would take an assignment of all of the moneys due or to become due under the above-mentioned contract and exercise every effort to see that they were used to pay bills incurred in the prosecution of the above work and the Bank did take, on December 16, 1959, a written assignment from the Natt McDougall Company on the terms described above and has today, this 15th day of July, presented this assignment to place you on notice and request your acceptance of the assignment. You have accepted the assignment of the Bank subject to the consent of the Surety at 3:35 P.M., July 15, 1960.

We, therefore, wish to assure you that we have given our consent to the assignment of the accounts receivable and that the previously mentioned agreement is still in full force and effect.

This letter is written in response to your telephone request as it is to the mutual interest of the General Insurance Company of America and the United States National Bank that you accept this assignment.

GENERAL INSURANCE COMPANY OF AMERICA

BY E S Thomas
Attorney-in-Fact

Yours very truly,
DOOLY & CO., Agents
General Insurance Company of America

By E S Thomas Partner

ESTABLISHED 1894

HEAD OFFICE

HEAD OFFICE
THE UNITED STATES NATIONAL BANK
OF PORTLAND 8, OREGON

July 15, 1960

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

✓

Attached hereto is an assignment whereby Natt McDougall Company has assigned to The United States National Bank all moneys due and to become due to it, including all retainages, from a certain job known as the Coburg job (#5339 awarded October 31, 1958).

You are hereby directed to make all payments on said job to the Head Office of said Bank, attention Frank Holmes, Jr.

Please acknowledge receipt of this notice and the attached assignment by signing and returning the enclosed copy of this letter.

Very truly yours,

THE UNITED STATES NATIONAL
BANK OF PORTLAND

accepted subject to
Consent of Surety
3:35 PM 7-15-60
Floyd Query

By Frank Holmes Jr
Vice President

Talked to Mr. Thomas of Dooly & Co. Agents for surety re this. He said he would write a ~~consent a~~ form of Consent and mail it to us today after he had talked to me
Frank Holmes Jr.
FH

ASSIGNMENT

As security for all obligations of the undersigned, direct, indirect or contingent, which are now owing or may hereafter be owing to The United States National Bank of Portland, a national banking association, the undersigned hereby pledges, assigns, transfers and sets over unto said Bank all right, title and interest of the undersigned in and to the accounts (whether open accounts, invoices, conditional sale contracts or otherwise) listed in the Schedule on the reverse hereof, and grants, bargains and sells unto said Bank all right, title and interest of the undersigned in and to the merchandise represented thereby.

THE UNDERSIGNED REPRESENTS AND AGREES AS FOLLOWS:

(a) The undersigned has good and clear title to the pledged property, and every part thereof.

(b) Each of said accounts is a true and correct statement of a bona fide indebtedness now outstanding and owing for the full amount thereof (subject only to deductions for trade or other discounts as set forth in said Schedule) upon the terms stated in said Schedule, incurred by the debtor named therein for merchandise actually sold and delivered by the undersigned to said debtor and accepted by said debtor, and there are no defenses, set-offs or counter-claims which may be asserted against any of said accounts.

(c) The undersigned will stamp, or otherwise mark, and keep its books and records relating to such accounts so as to show that they have been assigned hereunder, and will give to the debtors owing any of such accounts notice in writing of this assignment, in such form and at such times as said Bank may require.

(d) The undersigned will permit a representative of said Bank, at any reasonable time, to inspect the records of the undersigned relating to such accounts, and the undersigned will, at such times as the Bank may request, furnish to the Bank statements in such form as the Bank may require relating to any or all of such accounts.

(e) So long as the Bank, in its sole discretion, shall elect, the undersigned shall continue to receive payments on said accounts, and any and all payments so received by it with respect to any such account will be received in trust for said Bank and will be kept separate and apart from all other sums and property so as to be capable of identification as the property of said Bank; and the original checks, drafts, notes and cash received will be delivered by the undersigned to said Bank, at such time or times as said Bank may direct.

(f) The undersigned will promptly pay to said Bank the amount of any account not paid by the debtor according to the terms thereof, and will promptly pay to said Bank the net invoice value of any goods returned, resold or rerouted in transit, or the amount of any allowance or credit made upon any such accounts.

(g) The undersigned will immediately notify said Bank of any attachment levied against any such account, and any information received by the undersigned in regard to any such account or the debtor liable thereon, which may in any way affect the value of the account or the rights or remedies of said Bank with respect thereto.

(h) The undersigned will reimburse said Bank for any and all attorneys' fees and other costs and expenses incurred by it in the checking, handling and collection of such accounts, and the preparation and enforcement of any agreement relating thereto; and any and all attorneys' fees and other costs and expenses incurred by said Bank in the event that it is required to enforce this assignment.

(i) While said Bank may take any action which it may be empowered to take with respect to such accounts, it shall not be under any obligation to do so and shall be liable to account only for the proceeds of such accounts actually received by it.

(j) The undersigned hereby constitutes and appoints said Bank the irrevocable, true and lawful attorney of the undersigned, with power to receive, open and dispose of all mail addressed to the undersigned; to endorse the name of the undersigned upon any checks and other orders for payment that may come into the possession of said Bank in respect to such accounts; to endorse the name of the undersigned upon any invoice, freight or express bill or bill of lading relating to any of such accounts; to demand, sue for, collect and give acquittance for, in the name of the undersigned or otherwise, any and all moneys due or to become due upon said accounts, and to compromise, prosecute or defend, at the sole option of said Bank, any action, claim or proceeding with respect thereto, and do any and all things necessary and proper to carry out the purpose herein contemplated.

(k) No remedy herein mentioned is intended to be exclusive, but each and every such remedy shall be cumulative and shall be in addition to every other remedy given hereunder, or given in or by any other instrument now or hereafter existing, or now or hereafter existing at law or in equity.

(l) Nothing herein contained shall in any way limit the effect of the provisions set forth in any Collateral Agreement or other instrument executed by the undersigned and delivered to said Bank, but each and every condition hereof shall be in addition thereto.

(m) It is understood that certain of the accounts listed in said Schedule have been heretofore assigned to said Bank, and that any such assignment of such accounts is hereby continued in all respects notwithstanding the execution and delivery of this new assignment.

Executed this 16th day of December, 1959.

Natt McDougall Company

By: Jack McDougall President

SCHEDULE

Assigned By Natt McDougall Company Address Date Dec. 16, 1959 Terms

NAME AND ADDRESS OF DEBTOR	BALANCE OF ACCOUNT	ANALYSIS OF ACCOUNT				MONTHLY PAY'T (IF CONTRACT)
		AMOUNT CURRENT	AMOUNT PAST DUE			
			1 - 30 Days	31- 60 Days	Over 60 Days	
Oregon State Highway Commission	All monies due or to become due on contract # 5339 awarded October 31st, 1958					
Coburg Job						
TOTAL	$	$	$	$	$	$

* If on monthly amortization basis, indicate amount of monthly payment

63-661 2-53

RECEIVED
JUN - 1 1960

FOR FILING

I-5-4(20)158

5339

May 31, 1960

Mel Goodin Tire Co.
c/o Black, Kendall & Tremaine
1200 Cascade Building
Portland 4, Oregon

Gentlemen:

As requested in your letter of May 27, we are attaching a certified copy of the contract and bond covering State Highway Contract No. 5339 with Natt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

LAW OFFICES
BLACK, KENDALL & TREMAINE
1200 CASCADE BUILDING
PORTLAND 4, OREGON

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
JAMES M. BURNS
MILTON C. LANKTON
DAVID J. KRIEGER
JACK G. COLLINS
MICHAEL H. SCHMEER

TELEPHONE
CAPITOL 6-3246

May 27, 1960

SUBJECT: Contract between State of Oregon (acting for the Highway Commission) and Natt McDougall Construction Co. -- Contract No. 5339 - Linn County Line-Mackenzie River Section of Pacific Highway

State Highway Commission
State Highway Commission Bldg.
Salem, Oregon

Attention: Mr. Floyd Query
Secretary of Commission

Dear Mr. Query:

Application is hereby made for a certified copy of the above contract and bond.

Enclosed is the affidavit required by statute therefor.

It would be appreciated if you would send this copy of the contract and bond to us in care of our attorneys, upon whose stationery this letter is written, and oblige.

Very truly yours,

MEL GOODIN TIRE CO.

By ______________ President

ok
FQ

RECEIVED
MAY 31 1960
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
) ss
County of Multnomah)

I, MEL GOODIN, being first duly sworn, depose and say:

That I am President of MEL GOODIN TIRE CO., an Oregon corporation, and am familiar with the situation referred to in this affidavit;

Said Mel Goodin Tire Co. has supplied labor and materials for the prosecution of work provided for in that certain contract between the State of Oregon, acting for the State Highway Commission, and Natt McDougall Construction Co., a corporation, contractor, for the construction of the Linn County Line-Mackenzie River Section of Pacific Highway, the contract therefor being State Highway Commission Contract No. 5339, and has a claim therefor which has not been paid;

That I make this affidavit in support of a request of said Mel Goodin Tire Co., as applicant, for a certified copy of said contract and the bond applicable thereto, all with reference to Sections 279.512, 279.515 and related sections of the Oregon Revised Statutes.

Mel Goodin

SUBSCRIBED and sworn to before me this 27th. day of May, 1960.

John W. Kendall
Notary Public for Oregon
My commission expires: 12-28-61

RECEIVED
MAY 18 1960
FOR FILING
I-5-4(20)195

5339

May 18, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Natt McDougall Company a portion of the funds heretofore retained by the Commission on contract #5339 for grading the Linn County Line-McKenzie River Section of Pacific Highway in Lane County.

This payment, in the amount of $3,449.43, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $32,214.06. The present payment will be released on or after May 28, 1960.

The State has one claim against this contract which is the Loggers & Contractors Mach. Co., in the amount of $44,936.58 for equipment rental, of which you were previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
MAY 6 - 1960
FOR FILING

[illegible]

5339

Dorothy

May 5, 1960

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

We have received notification dated April 28, 1960, from the Secretary of State informing us that the claim of Loggers & Contractors Machinery Company, Portland, in the amount of $44,936.58 plus interest at the rate of 6 percent per annum from September 1, 1959 until paid, against Natt McDougall Company, has been filed in his office, his File No. 3696.

This is State Highway Contract No. 5339 with Natt McDougall Company, a description of which was outlined in our letter to you of May 2.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

fp

NOTED ON CARD
dc

FORM E-123-X 75M 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 2, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached for filing is a claim letter, in the amount of $44,936.58 plus interest at the rate of 6 percent per annum from September 1, 1959, until paid, from Loggers & Contractors Machinery Company, Portland, against Natt McDougall Company for equipment rental.

Our records indicate this to be Natt McDougall Company Contract No. 5339 for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

File #3699

FILED
MAY 3 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 1 1960
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED
MAY 3 - 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

April 28, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

NOTED
FLOYD QUERY

Dear Mr. Query:

We have received from George W. Flatt, Assistant to the President, Loggers & Contractors Machinery Company, 240 S. E. Clay Street, Portland, 14, Oregon and filed as of today, a notice of claim by Loggers Y Contractors Machinery Company for work to be performed by Natt McDougall Company for the Oregon State Highway Department to construct (6.7) miles of Pacific Highway #99 described as Linn County Line MaKenzie River Section, Federal Aid Project #1-5-4 (20198) dated September 11, 1958 in the sum of $44,936.58 plus interest at the rate of 6 per cent per annum from September 1, 1959 until paid against the bond taken from Natt McDougall Company of Portland, Oregon, principal and the General Insurance Company of America, surety.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed photo copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens

Public Records Section

GS:FK
Enc.

RECEIVED
MAY 2 1960
OREGON
STATE HIGHWAY COMMISSION

NOTED
L. B. HEAD

PORTLAND

EUGENE

Established 1910

SALES · SERVICE · RENTALS

LOGGERS & CONTRACTORS MACHINERY COMPANY

240 S. E. CLAY STREET - PORTLAND 14, OREGON

PHONE BElmont 2-0151

April 25, 1960.

Secretary of State,
State of Oregon,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, Loggers and Contractors Machinery Company of Portland, Oregon, has a claim in the sum of $44,936.58 plus interest at the rate of 6 per cent per annum from September 1, 1959 until paid against the bond taken from Natt McDougall Company of Portland, Oregon as principal and the General Insurance Company of America as surety, for the work to be performed by said Natt McDougall Company for the Oregon State Highway Department, under a contract, to construct (6.7) six and seven tenths miles of Pacific Highway #99 described as Linn County Line McKenzie River Section, Federal Aid Project #1-5-4 (20198) dated September 11, 1958.

This claim is for rental supplied, and consists specifically of the reasonable and agreed rental value of (3) three Model "B" LeTourneau-Westinghouse Tournapulls with Scrapers - Serial Numbers -

Tournapull	CP 30569 BPF4-J,	Scraper	S-50732-BM2-F
	CP 30570 BPF4-J,		S-50739-BM2-F
	CP 30571 BPF4-J,		S-50735-BM2-F

which were rented from October 1, 1958 through December 1, 1958 and from April 15, 1959 through October 31, 1959 as per attached schedule at an agreed rental rate of $9,364.20 per month single shift and the going rate of 50% of the single shift for second shift, and the sum of $44,936.58 represents the agreed rental value due.

This claim and notice thereof, also is intended to give notice of and to perfect our lien against the reserved and retained fund required by law to be held by you for the protection and payment of ourselves and other qualified claiments, if any.

Very truly yours,

LOGGERS & CONTRACTORS MCHY. CO.

Geo. W. Platt

Geogge W. Platt,
Assistant to the President

/f

Encl.
Certified Mail and Return Receipt requested.

File # 3696

FILED
APR 28 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
MAY 3 - 1960
FOR FILING

[illegible]

5339

1

May 2, 1960

General Insurance Company of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

A claim letter, dated April 25, has been received from Loggers & Contractors Machinery Company, Portland, advising that Natt McDougall Company owe them an amount of $44,936.58 plus interest at the rate of 6 percent per annum from September 1, 1959 until paid, for equipment rental. This appears to be in connection with State Highway Contract No. 5339 with Natt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

This claim with attached invoice has been forwarded to the Secretary of State for filing. Attached is a copy of the claim and attachments.

This information is provided as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Dooly & Co.
Board of Trade Building
Portland 4, Oregon

NOTED ON CARD
DC

Natt McDougall Company
824 Pittock Block
Portland 5, Oregon

Commissioners
W. C. Williams
Forrest Cooper

CWH:fp

RECEIVED
MAY 3 - 1960

FOR FILING
I-5-4(20)196

5339

May 2, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 7 covering the removal of loose shot rock on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)196.

There is loose shot rock on the face of the cut at Station 334+50 and unsupported column rock above the bench between Stations 326 to 332. An order has been issued by the State Industrial Accident Commission to remove this material as it is over travelled and work areas of the highway and service road. Arrangements have been made with the quarry owner for disposal of the rock.

This has been checked with and verbally approved by the BPR Area Engineer. Due to the necessity of removing the material before work could continue, work under this order has been started.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
MAY 3 - 1960

FOR FILING
I 5 4 (25) 128
5339

A

May 2, 1960

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached for filing is a claim letter, in the amount of $44,936.58 plus interest at the rate of 6 percent per annum from September 1, 1959, until paid, from Loggers & Contractors Machinery Company, Portland, against Natt McDougall Company for equipment rental.

Our records indicate this to be Natt McDougall Company Contract No. 5339 for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

A

RECEIVED
MAY 3 - 1960

FOR FILING

I 5 4 [illegible]

5339

May 2, 1960

Loggers & Contractors Machinery Company
240 S. E. Clay Street
Portland 14, Oregon

Attention: Mr. George W. Flatt

Gentlemen:

This is to acknowledge receipt of your claim letter of April 25 and attachments, informing us that Natt McDougall Company, Portland, owe you an amount of $44,936.58 plus interest at the rate of 6 percent per annum from September 1, 1959 until paid, for equipment rental. Our records indicate this to be State Highway Contract No. 5339 with Natt McDougall Company for grading the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

Our Construction Division informs us that this contract is 97 percent complete. The General Insurance Company of America, through Dooly & Co., Board of Trade Building, Portland 4, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

So that there will be no misinterpretation of the law, we are forwarding your claim to the Secretary of State for filing. Filing with the Secretary of State will protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission.

This information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

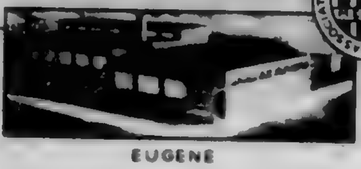
OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD

CWH:fp

PORTLAND



EUGENE

Established 1910

SALES · SERVICE · RENTALS

LOGGERS & CONTRACTORS MACHINERY COMPANY

240 S. E. CLAY STREET · PORTLAND 14, OREGON

PHONE BElmont 2-0151

April 25, 1960.

State Highway Department,
State of Oregon,
Salem, Oregon.

Attention -- Mr. W. C. Williams. #5[illegible]

Gentlemen:

Notice is hereby given that the undersigned, Loggers and Contractors Machinery Company of Portland, Oregon, has a claim in the sum of $44,936.58 plus interest at the rate of 6 per cent per annum from September 1, 1959 until paid against the bond taken from Natt McDougall Company of Portland, Oregon as principal and the General Insurance Company of America as surety, for the work to be performed by said Natt McDougall Company for the Oregon State Highway Department, under a contract, to construct (6.7) six and seven tenths miles of Pacific Highway #99 described as Linn County Line McKenzie River Section, Federal Aid Project #1-5-4 (20198) dated September 11, 1958.

This claim is for rental supplied, and consists specifically of the reasonable and agreed rental value of (3) three Model "B" LeTourneau-Westinghouse Tournapulls with Scrapers, Serial numbers --

Tournapull	CP-30569 BPF4-J	Scraper	S-50732-BM2-F
	CP-30570 BPF4-J	"	S-50739-BM2-F
	CP-30571 BPF4-J	"	S-50735-BM2-F

which were rented from October 1, 1958 through December 1, 1958 and from April 15, 1959 through October 31, 1959 as per attached schedule at an agreed rental rate of $9,364.20 per month single shift and the going rate of 50% of the single shift for second shift, and the sum of $44,936.58 represents the agreed rental value due.

This claim and notice thereof, also is intended to give notice of and to perfect our lien against the reserved and retained fund required by law to be held by you for the protection and payment of ourselves and other qualified claiments, if any.

Verytruly yours,

LOGGERS & CONTRACTORS MCHY. CO.

Geo. W. Flatt

George W. Flatt,
Assistant to the President.

/f
Encl.
Certified Mail and Return Receipt requested.

RECEIVED
APR 28 1960
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
IDAHO
MONTANA
OREGON
WASHINGTON
1960
FOR FILING

I-5-4(20)198

A

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-35.8-DA
5339

408 State Highway Building
Salem, Oregon

April 26, 1960

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Pending Claims
I-80N-3(17)61, Hood River-Shogren Section
I-5-4(20)198, Linn County Line-McKenzie River Section

Dear Sir:

Receipt is acknowledged of Mr. Klaboe's letter of April 13, 1960 concerning a possible claim on Oregon Project I-80N-3(17)61, Hood River-Shogren, by the Rogers Construction Company, contractor on this section of Interstate highway, also a memorandum to the files dated April 15, 1960, by Mr. Edwards, relative to a possible claim by the Natt McDougall Company, contractor on Oregon Project I-5-4(20)198, Linn County Line-McKenzie River Section of the Pacific Highway. Both claims have resulted from apparent errors in computing the original bid quantities, thereby causing considerable underruns when the actual pay quantities were computed.

The claim by the Rogers Construction Company involves the 3/4-0 base material item which represents a mere 6% of the total monetary value of the over-all contract. This would be considered a minor item and since it is inherent in the nature of highway construction that some changes will occur in the planned quantities during the execution of the work, this underrun would be well within a normal and expected margin of change. Even though the 3/4-0 base material item was reduced significantly, this reduction represents only 10% of the crushed aggregate tonnage required for this project.

The McDougall claim concerns an underrun in the embankment in place item. This would be considered a major item since it constitutes nearly 32% of the contract work by cost. This underrun which amounts to 21% of the embankment item or 6.8% of the total contract cost was also due to an apparent error in the original computations.

It is the feeling of this office that a revision should be made in your standard specifications or a clause included in your special provisions specifying a percentage limitation with respect to alterations involving an increase or decrease in individual contract items or the total cost of work as calculated from the original proposed quantities. Quantity variations within these specified limits would be permissible without extra compensation to the contractor providing there is no material change in the character of the work being performed. Experience indicates the desirability of having such a provision in that the contractor may be influenced in making his bid by the lack of defined limitations, and also, such limitation may serve to reduce the number of claims for extra compensation as would be the case in the above situations.

The omission of percentage limitations in your revised edition (May 1, 1954) of the Oregon Standard Specifications for Highway Construction was previously called to your attention by a Washington Office Memorandum dated February 10, 1955. Five copies of this memorandum were transmitted to your office by our letter of February 15, 1955.

Very truly yours,

C. G. Polk
Division Engineer

By: D M Emrich
D. M. Emrich
Acting Division Engineer

RECEIVED
[illegible]

RECEIVED
[illegible] 1960
FOR FILING
I-5-4(2) [illegible]

5339
To:

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 15, 1960

SUBJECT: Linn County Line-
McKenzie River Section
Pacific Freeway
Contract No. 5339

MEMO TO THE FILE

Mr. Jack McDougall of the Natt McDougall Company was in this office on Thursday, April 14th concerning the possibility of a claim due to the underrun of embankment in place quantities on the Linn County Line-McKenzie River Section of the Pacific Freeway.

Plan bid quantities showed a total of 800,000 cubic yards of embankment in place. Final re-measure shows 631,000. It is believed there was an error in the original computations concerned, primarily an improper deduction for the amount of selected roadbed topping.

He was requested to enter preliminary discussions with Mr. Morgan in regard to this matter.

WCW
here we go again

Tom Edwards
Construction Engineer

TE:jw

cc Forrest Cooper
C. G. Polk

RECEIVED
[illegible] 18 1960
STATE HIGHWAY ENGINEER

NATT McDOUGALL COMPANY
CONTRACTORS
824 PITTOCK BLOCK
PORTLAND 5, OREGON

December 10, 1959

CONTRACT #5339
LINN COUNTY LINE - MCKENZIE RIVER SECTION

FIXED COSTS CHARGEABLE TO EMBANKMENT

Embankment Field Cost = 28.84% of job field cost

Field Overhead = 28.84% x 62,090 =	$ 17,906.75
Office Overhead = 28.84% x 30,000 =	8,652.00
Rolling Original Ground	1,584.00
Land Acquisition	20,000.00
Screen Planting & Drainage	4,000.00
Equipment Ownership Expense	79,657.10
Fixed Costs Total	$131,799.85

$\frac{131,799.85}{800,000}$ = .165 in bid

Less approximate amount paid = 631,000 x .165	104,115.00
Fixed Costs not recovered	$ 27,684.85

RECEIVED
DEC - 9 1959
FOR FILING

[illegible]

5339

December 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1-2nd Supplement covering the resloping of the top of cut and benching on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

Order for Extra Work No. 1 and supplement have been approved by the BPR. The work has been necessary to prevent slides. The slope consisted of loose basaltic material and was a dangerous condition. The corrective work has proven to be much more extensive than originally anticipated.

This supplemental authorization has been held at the request of the BPR Area Engineer until a closer estimate of the total cost could be determined.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DeF:jb
Enc.

A

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NOV 19 1959
FOR FILING

[illegible]

[illegible]

November 18, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Natt McDougall Company a portion of the funds heretofore retained by the Commission on contract #5339, for grading the Linn County Line-McKenzie River Section of Pacific Highway in Lane County.

This payment, in the amount of $65,351.38, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $33,264.59. The present payment will be released on or after November 30, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

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NOV 18 1959
FOR FILING

TC 11 [illegible]

5339

A

November 18, 1959

Mrs. Eleanor Chick
2812 S. E. Moreland Lane
Portland 2, Oregon

Dear Mrs. Chick:

In response to your letter of November 5, 1959, I had an inspection made of the fence between the State's borrow area and the Clara Coleman property. The following is an excerpt from a report which was handed to me in this connection:

> "At time inspection was made, the fence was in the stage of being about 90% rebuilt. Resident Engineer had called the condition to the attention of the Contractor. Contractor's forces had dismantled old fence, removed bushes, rocks and trash from the fence line, regraded peak in ground line which was considered undesirable by Mr. Willoughby and had reset the fence posts and had replaced fence wire. Work was complete except for stringing two strands of barbed wire and final tightening of mesh.
>
> "We walked the entire length of the complaint area with Mr. Willoughby and he stated that he was well pleased with the action taken and would write a letter to Eleanor Chick so stating. I believe the conditions complained of have been corrected and that Eleanor Chick can be advised that corrective measures were considered adequate and satisfactory by Mr. Willoughby."

From the above, it would appear that the matter has been properly taken care of by the contractor who was responsible for the damage.

Thank you for calling this matter to our attention.

Very truly yours,

W. C. Williams
State Highway Engineer

cc to: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. Leonard I. Lindas

FC:fn ae

FORM E-30X—50M—2-59—18190

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1959

SUBJECT: Linn County Line-McKenzie River
Pacific Highway
Contract No. 5339
R/W File No. 25186 - L-3305

To: Mr. Leonard I. Lindas
Chief Counsel
Office

Herewith a copy of a report from Morgan regarding Mrs. Eleanor Chick's complaint.

Mr. Morgan states that Mr. Willoughby, the rentor of the Clara Coleman property, looked over the area of complaint with him and appeared quite satisfied as to the remedial measures that were under way.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

Enc.

cc Forrest Cooper

FORM E-38 50M 10 15980

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
November 13, 1959

SUBJECT: Assignment 142 Y
R/W No. 25186
Clara Coleman et al

To: Mr. L. H. Young
Ass't Construction Engineer

In reply to subject assignment, I submit the following report.

This complaint was inspected on the ground by myself, Mr. Willoughby and Resident Engineer Mayfield. The complaint arose over the condition of the boundary fence between the State owned borrow area No. 1 and the Coleman property adjoining on the North. This fence lies Easterly of Station 65 + 00.

Complaint was as stated by letters received from Elinor Chick and Mr. Willoughby. Fence was damaged by debris (rocks and trees) pushed there by Contractor.

At time inspection was made, the fence was in the stage of being about 90% rebuilt. Resident Engineer had called the condition to the attention of the Contractor. Contractor's forces had dismantled old fence, removed bushes, rocks and trash from the fence line, regraded peak in ground line which was considered undesirable by Mr. Willoughby and had reset the fence posts and had replaced fence wire. Work was complete except for stringing two strands of barbed wire and final tightening of mesh.

We walked the entire length of the complaint area with Mr. Willoughby and he stated that he was well pleased with the action taken and would write a letter to Elinor Chick so stating. I believe the conditions complained of have been corrected and that Elinor Chick can be advised that corrective measures were considered adequate and satisfactory by Mr. Willoughby.

It is a fact that the Resident Engineer was lax in not getting this condition corrected earlier, however it is not always possible to get a Contractor to correct such conditions as soon as desired. I believe that action taken to correct this complaint is adequate and that cause of complaint has been eliminated.

F. D. Morgan

F. D. Morgan
Division Engineer

FDM:kl

FORM E-36 50M 6-58 13046

FORREST COOPER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
November 9, 1959

SUBJECT: File No. R-25186 (1-3305)
Albany-Judkins Point Section
Pacific Highway
Clara Coleman, et al

To: Forrest Cooper
Deputy State Highway Engineer

OFFICE

Attached hereto please find copies of two letters which I recently received relative to the above entitled property. I would appreciate it if you could have someone look into this so that I may answer Mrs. Chick's letter.

L. I. Lindas

L. I. LINDAS
Chief Counsel

LIL/mab

Attach:

??

CONSTRUCTION DIVISION
RECEIVED
NOV 9 1959
NOTED-- ☑ CE ☐ ACE ☐ ACE ☐ ☐ COE

RECEIVED
NOV - 9 1959
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 9, 1959

Mrs. Eleanor Chick
2812 S. E. Moreland Lane
Portland 2, Oregon

Re: State of Oregon vs.
Clara Coleman, et al
Case No. 56359
File No. L-3305 R-25186
Albany-Judkins Point Section
Pacific Highway

Dear Mrs. Chick:

Thank you for your letter of November 5, 1959, relative to your mother's property, and this is to inform you that I have channeled this letter to the Engineering Department so that they can make investigation of the matter contained in Mr. Willoughby's letter. You will hear from me as soon as they make a report to me.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:mab

cc - Forrest Cooper

FORM E-123-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 9, 1959

Mrs. Eleanor Chick
2812 S. E. Moreland Lane
Portland 2, Oregon

Re: State of Oregon vs.
Clara Coleman, et al
Case No. 56359
File No. L-3305 R-25186
Albany-Judkins Point Section
Pacific Highway

Dear Mrs. Chick:

Thank you for your letter of November 5, 1959, relative to your mother's property, and this is to inform you that I have channeled this letter to the Engineering Department so that they can make investigation of the matter contained in Mr. Willoughby's letter. You will hear from me as soon as they make a report to me.

Very truly yours,

L. I. LINDAS
Chief Counsel

LIL:mab

cc - Forrest Cooper

L-3305

2812 S.E. Moreland Lane
Portland 2, Oregon
11/5/59

RECEIVED
NOV 5 1959
LEGAL DEPT.

Dear Mr. Lindas,

For the second time I'm asking for advice about handling difficulties between my mother, Clara Colman, and the highway department. This probably doesn't come under your jurisdiction, but Mr. McIver previously told me that you could channel any complaints in the proper direction.

Two weeks ago I looked over the operation on mother's place and was alarmed at what I found. Consequently, I asked Mr. Willoughby, who is renting mother's place, to contact the resident engineer for me.

I'm enclosing Mr. Willoughby's letter so that you may understand our problem. If there is any one besides Mr. Mayfield who might be interested in this, I would appreciate an investigation.

Surely something can be worked out without my having to get a lawyer. All of your heavy equipment is on the spot, and it shouldn't be a major task.

Sincerely,
Eleanor Chick

Harrisburg, Oregon
November 3, 1959

Dear Mrs. Chick,

I inspected the borrow pit on State property adjoining your Mother's property, on the South, November 2, 1959, with the resident engineer, Mr. Mayfield, from the Eugene office.

The fence between your place and the area the State purchased from Mr. E. Stuart was covered with debris and rocks to such an extent that the woven wire was completely out of sight. Mr. Mayfield assured me that this condition would be taken care of in a satisfactory mahner.

The other bad feature which we inspected was the fact that the State has allowed the contractors to excavate too close to your line fence without proper back slppe. As a result your fence will cave in. Mr. Mayfield said that as far as he was concerned that he would do nothing about this condition.

With the type of soil involved, this is a serious matter. I called to Mr. Mayfield's specific attention yesterday that the dirt is already starting to cave in on the other side of the borrow area.

Very truly yours,

Hubert F. Willoughby

Hubert F. Willoughby.

RECEIVED
NOV 1959
LEGAL DEPT.

FORM E-203-X 10M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD
FLOYD QUERY, SECRETARY
SALEM

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NOV 19 1959
FOR FILING

F5-4(20)101

5337

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

November 17, 1959

~~Mrs. Eleanor Chick
2812 S. E. Moreland Lane
Portland 2, Oregon~~

Re: State of Oregon vs.
Clara Coleman, et al
Case No. 56359
File No. L-3305 R-25186
Albany-Judkins Point Section
Pacific Highway

Dear Mrs. Chick:

This is to acknowledge your letter of November 16, 1959, and to assure you it is indeed a pleasure to receive a letter of this type.

Very seldom do people take time to send a word of thanks, as you did.

Again, with sincere thanks to you, I remain

Very truly yours,

L. I. Lindas
Chief Counsel

BP:jh

cc - Forrest Cooper
L. H. Young

1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 17 1959
LEGAL DEPT.

NOTED
L. I. LINDAS

Nov. 16, 1959

Dear Mr. Lindas,

I want to express my appreciation for all your trouble. This week-end I made a trip to mother's ranch and found that highway engineers had taken care of our problems.

This was surely a great relief to all of us, and I'm sure you are responsible for the quick, efficient services.

Thanks so very much for all your help.

Sincerely,
Eleanor Chick

RECEIVE [redacted]
OCT 20 1959
FOR FILING

TS 4 [illegible]

5337

October 14, 1959

1418

Mr. Charles W. Swango
Route 2, Box 430
Eugene, Oregon

Dear Sir:

With reference to your letter of September 29, concerning damages occasioned by loss of irrigation water during the past summer, I wish to advise that the contractor, Matt McDougall Construction Company, did have a contractual obligation to maintain an uninterrupted supply of water during the irrigation season. I have also been advised that the contractor, through his insurance, the Industrial Claims Service, will contact you again in the very near future with the settlement of your claim in view.

We, of course, cannot know of any agreements made between you and the contractor or the discussions that you had during the irrigation season. These would definitely have a bearing on the case, as would the allocation or apportionment of water by the Irrigation District.

The State's work in connection with the rearrangement of the irrigation facilities was made in accordance with plans approved by the Muddy Creek Irrigation District. Sizes of the conduits and the elevations thereof were as requested by the Irrigation District.

I believe that your present procedure of pursuing this matter with the contractor, with a view to getting an equitable settlement, is a proper one.

Very truly yours,

F. B. Stephenson
Acting State Highway Engineer

cc Matt McDougall Company
824 Pittock Block
Portland 5, Oregon

Mr. Tom Edwards
Mr. Leonard Lindas

Mr. F. D. Morgan
Mr. H. E. Mayfield

LHY:fp

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Oct. 9, 1959

SUBJECT: Assign. #131-Y
Linn County Line-McKenzie River Sec.
Pacific Highway, Con. #5339

To: L. H. Young
Asst. Construction Engineer
Salem, Oregon

In reply to your assignment indicated above, I submit herewith copy of a report received from Mr. Harley Mayfield concerning the Swango claim for loss of irrigation water. This claim is directed against the Natt McDougall Construction Company due to the fact that Mr. Charles Swango, who lives on the Berg property, Right of Way File #25191, claims that he was deprived of irrigation water during the early months of this last irrigating season.

I have submitted a copy of Mr. Mayfield's report and have numbered the paragraphs consecutively 1 to 10. Attached hereto is a sketch map showing the area in question on which is indicated notes by Mr. Mayfield, in pencil, and on which I have tried to clarify his letter by noting areas referred to by paragraph by Mr. Mayfield.

Reference is made to Paragraph #4 of Mr. Mayfield's report which states that the Muddy Creeks Irrigation District verbally agreed with the contractor to a date of July 20, 1959 for the completing of irrigation ditches and irrigation control structures including the ditch past the Berg property. This agreement was entered into at a meeting attended by Mr. Miller, Superintendent for the McDougall Construction Company, with the Board of Directors of the Muddy Creeks Irrigation District. Mr. Swango was evidently by-passed to some extent as this agreement did not meet with his approval. However, the structures were completed by July 20, 1959, and the irrigation water was turned into this facility.

Paragraph #5 of Mr. Mayfield's letter indicates that McDougall Company tried to reach an agreement with Mr. Swango but decided that they would let their insurance company take care of any claims received from Mr. Swango.

CONSTRUCTION DIVISION
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OCT 12 1959
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Paragraph #6 of Mr. Mayfield's letter explains the contention of Mr. Swango that water was cut off from his area subsequent to July 20, 1959. This paragraph also explains that the Muddy Creeks Irrigation District refused to furnish water to Mr. Swango above a certain definite elevation. This elevation was determined by the Muddy Creeks Irrigation District and the pipe across the Freeway at Station 85 was constructed to that elevation. Paragraph #6 also explains that Mr. Swango attempted to raise the elevation in the irrigation ditch above the check dam to force water with sufficient elevation to irrigate the 15 acres on which he had water rights.

Muddy Creeks Irrigation District states that Mr. Swango has irrigation rights to 15 acres only and that the other 60 acres of the Berg property under lease to Mr. Swango were not subject to irrigation.

Paragraph #7 of Mr. Mayfield's report indicates steps taken by Mr. Willoughby of the Muddy Creeks Irrigation District to confine Mr. Swango, and the water he attempted to divert from the ditch, to the quantity that Mr. Swango was entitled to, namely, water for 15 acres.

Mr. Swango had 120 head of stock in this leased Berg property and had to remove 40 head therefrom on July 3, 1959 due to lack of pasture. The 80 head of stock remaining were removed from this pasture by August 3, 1959.

Mr. McDougall was in Mayfield's office Thursday, October 8, 1959, and stated that a Van A. Gebson, Adjuster for Industrial Claims Service, is planning to review this claim with Mr. Swango within 10 days.

I believe the sketch map, together with Mr. Mayfield's report, clarifies considerably the problems encountered by Mr. Swango and the attempt of the McDougall Company to reach an agreement with him. I recommend that any action on this matter be delayed until Mr. Van A. Gebson, the adjuster, has time to review this claim with Mr. Swango.

Mr. Harley Mayfield, by a copy of this letter, is hereby instructed to keep us informed, as soon as is convenient, of any action that he may know of concerning settlement of this case.

F. D. Morgan
Division Engineer

dls
encl.
cc: H. E. Mayfield

FORM E-30 90M 8 57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
Oct. 8th, 1959

SUBJECT: Assignment # 131 Y
Linn County Line-McKenzie River Sect.
Pacific Highway

To: Mr. F. D. Morgan
Division Engineer
Roseburg, Oregon

Attn: Mr. J. F. Putnam
Ass't Division Engineer

1 In reply to your letter of Oct. 6, 1959, concerning the claim of Charles Swango against the Natt McDougall Co. for loss of irrigation water: Enclosed please find sketch map of the Berg Property showing pertinent details relating to this claim.

2 I have repeatedly, since the fall of 1958, called the attention of the responsible parties of the Natt McDougall Co. to the last paragraph of page 9 of the Contract which reads:

"Irrigation Ditch Changes:
Due to the necessity of maintaining an uninterrupted supply of water during the irrigation season, the construction of new ditches for irrigation shall be made before existing ditches are closed or destroyed".

3 In general, the Contractor has dealt chiefly with the Muddy Creek Irrigation District and not with the individual water users.

4 Due to the weather and the condition of the crops, but I believe, not necessarily the condition of the pasture, the Muddy Creek Irrigation District agreed verbally with the Contractor to a date of July 20, 1959, for completing of irrigation ditches and irrigation control structures including the ditch past the Berg Property, which work was completed and water was turned into said system on July 20, 1959. Mr. Swango, however, was never in favor of this verbal agreement and indicated that he was being damaged. Mr. Swango and Mr. Miller, the Superintendent for the Natt McDougall Co. discussed pumping water but never got around to it.

5 I asked Natt McDougall Co. to reach an agreement with Mr. Swango, but they indicated they would let their insurance take care of it.

6 As to Mr. Swango's contention that the water was cut off agian after July 20th, 1959: The Muddy Creek Irrigation District refused to furnish water to Mr. Swango above a certain definite elevation sufficient to flood irrigate 15 acres on the northerly side of the farm road shown on the sketch map. Mr. Swango, however, placed additional stoplogs in the checkdam at Station 86/05, raising the water level above the specified elevation which caused flooding above the natural ground, saturating the partially completed highway fill.

7 To allow construction to proceed, I informed Mr. Willoughby of the Muddy Creek Irrigation District of this condition and he stated that Mr. Swango was not entitled to hold the water this high, and Mr. Willoughby

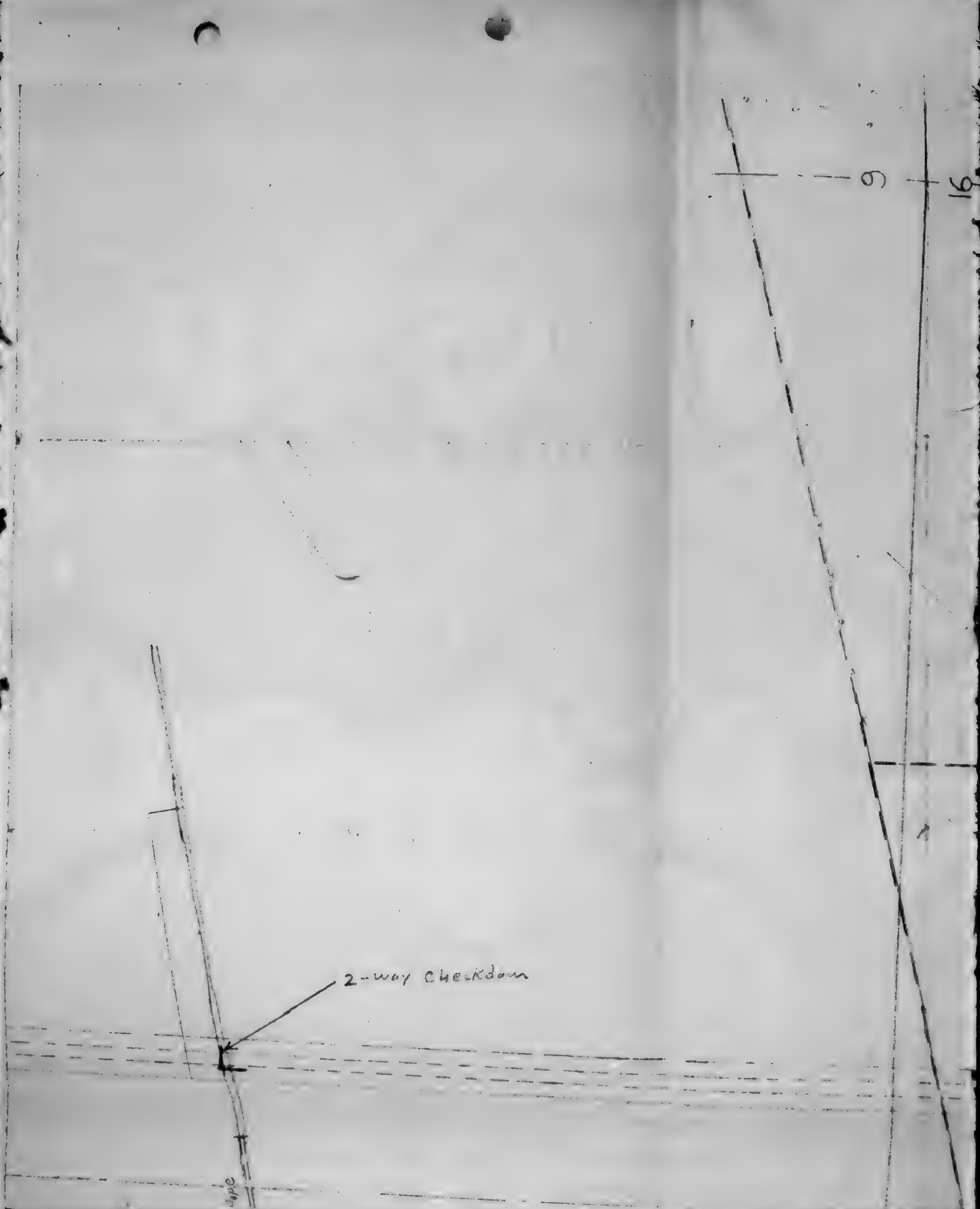
lowered the water to their specified level. As at this level the water would not flow to the northerly portion of the Berg Property where Mr. Swango has approximately a 15 acre water right, Mr. Swango further lowered the water level for a time to allow the ditch to dry, then Natt McDougall Co. deepened the ditch on the Berg Property to permit the water to flow to the 15 acre water right when the water was again raised to the Muddy Creek Irrigation District's specified level.

8 Mr. Swango had 120 head of stock in this pasture and had to remove 40 head on July 3, 1959 and the rest by Aug. 3, 1959 due to lack of pasture. I do not know how many head 15 acres of irrigated and 60 acres of non-irrigated pasture would have supported.

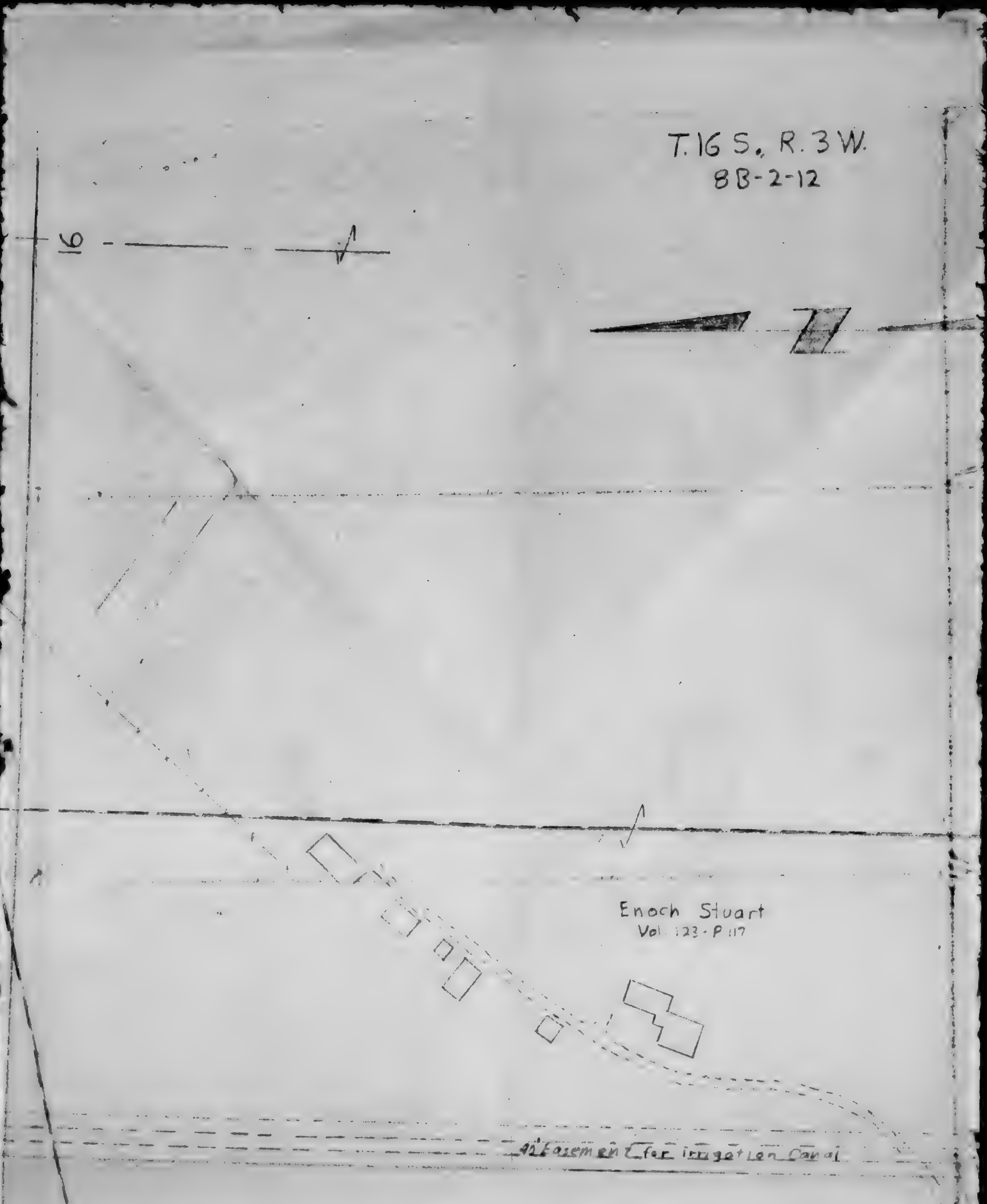
9 Mr. McDougall was in my office Thursday, Oct. 8th, 1959 and stated that Mr. Van A. Gebson, Adjuster for Industrial Claims Service, is planning to review this claim with Mr. Swango within 10 days.

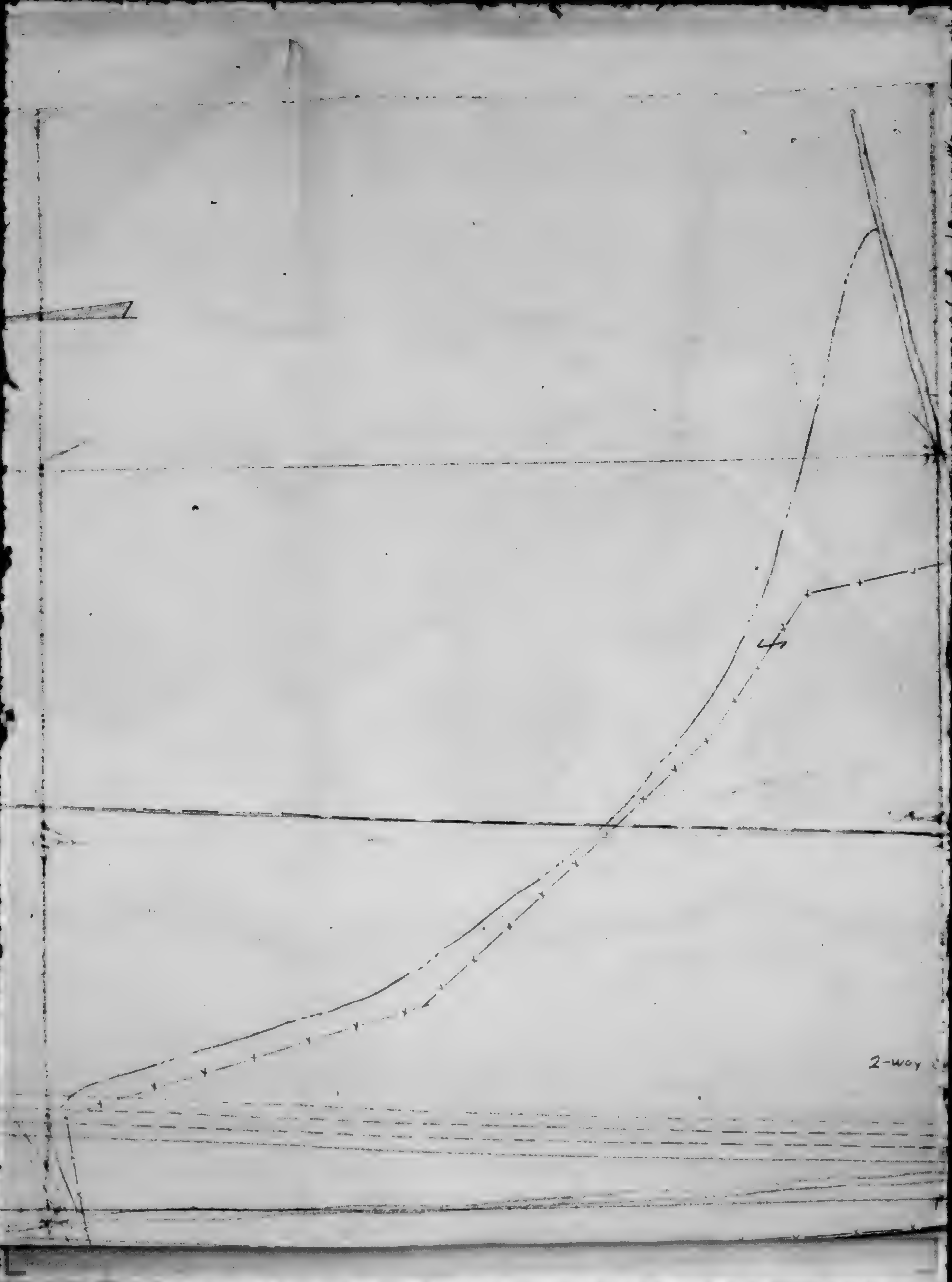
10 The corrsepondance concerning this claim of which I have received copies mentions another ditch serving Mr. Harold Woodruff. Mr. Woodruff was furnished water by pumping. While this was not entirely satisfactory due to fluctuation in the source of water and unattended pump, it appears unlikely that Mr. Woodruff will file a claim for damages.

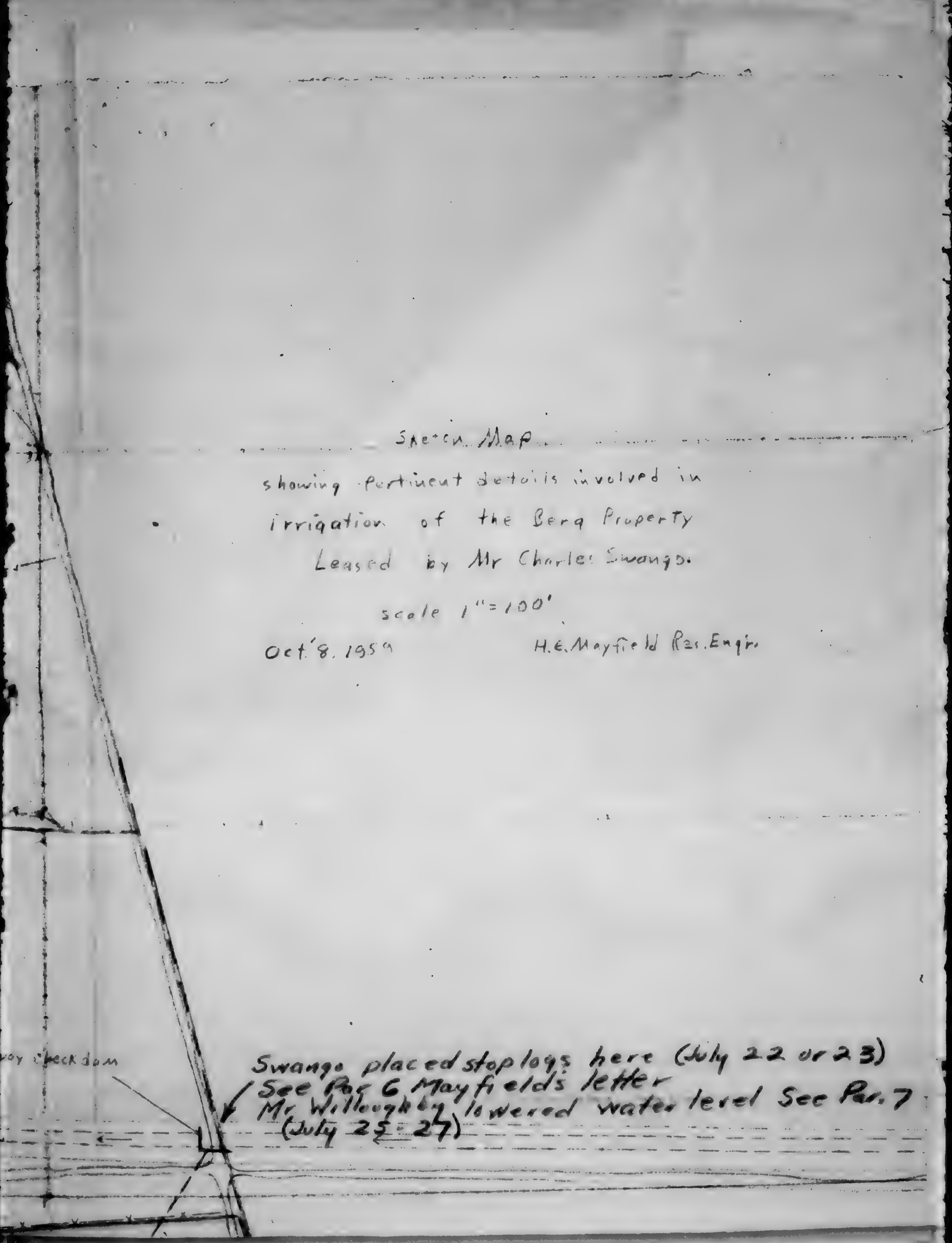
H. E. Mayfield
H. E. Mayfield
Res. Eng'r.


2-way Checkdam
pipe

T.16 S., R.3 W.
8B-2-12


16
Enoch Stuart
Vol. 123 - P. 117
42' Easement for irrigation Canal


4
2-way



Sketch Map

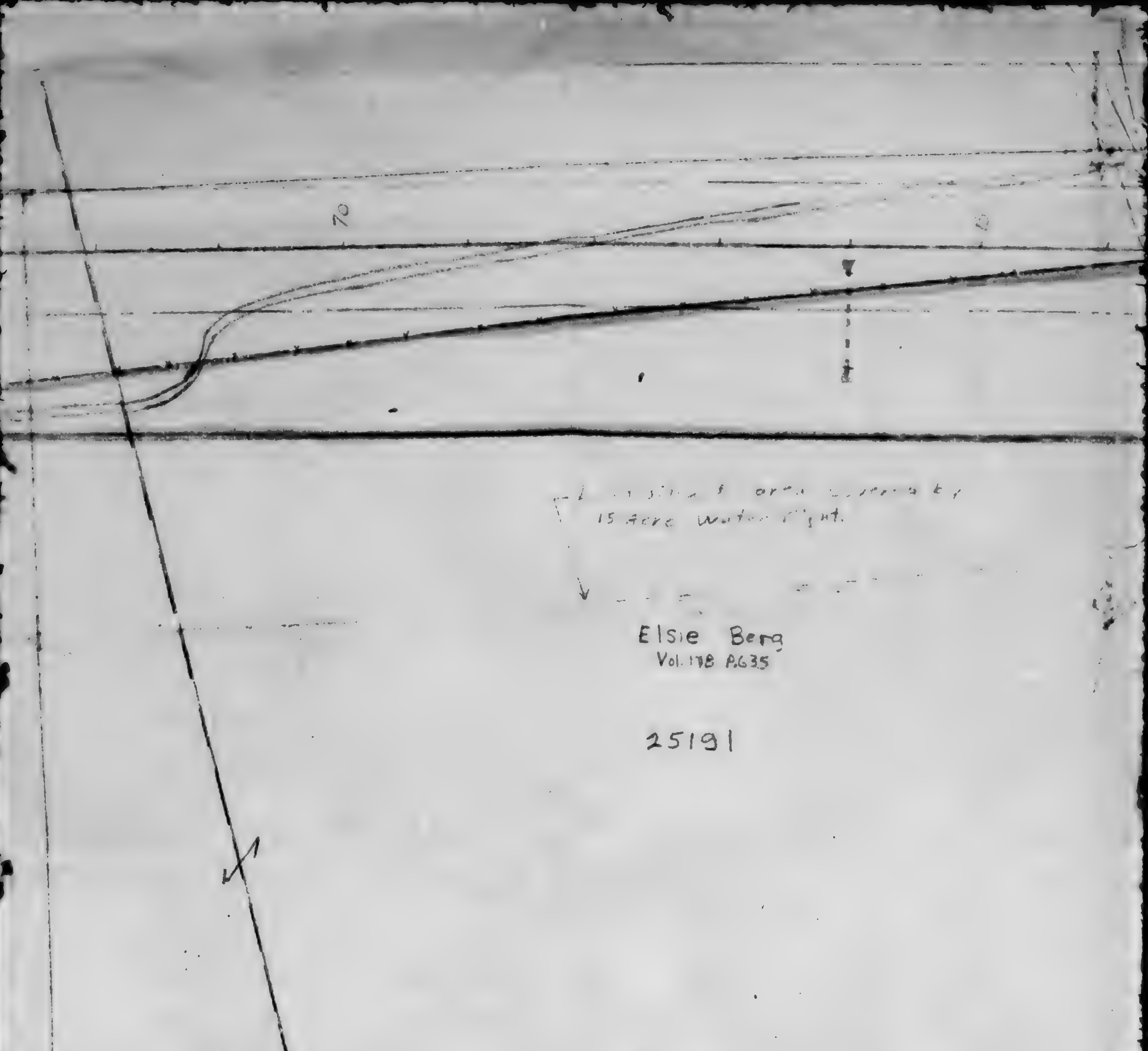
showing pertinent details involved in
irrigation of the Berg Property
Leased by Mr Charles Swango.

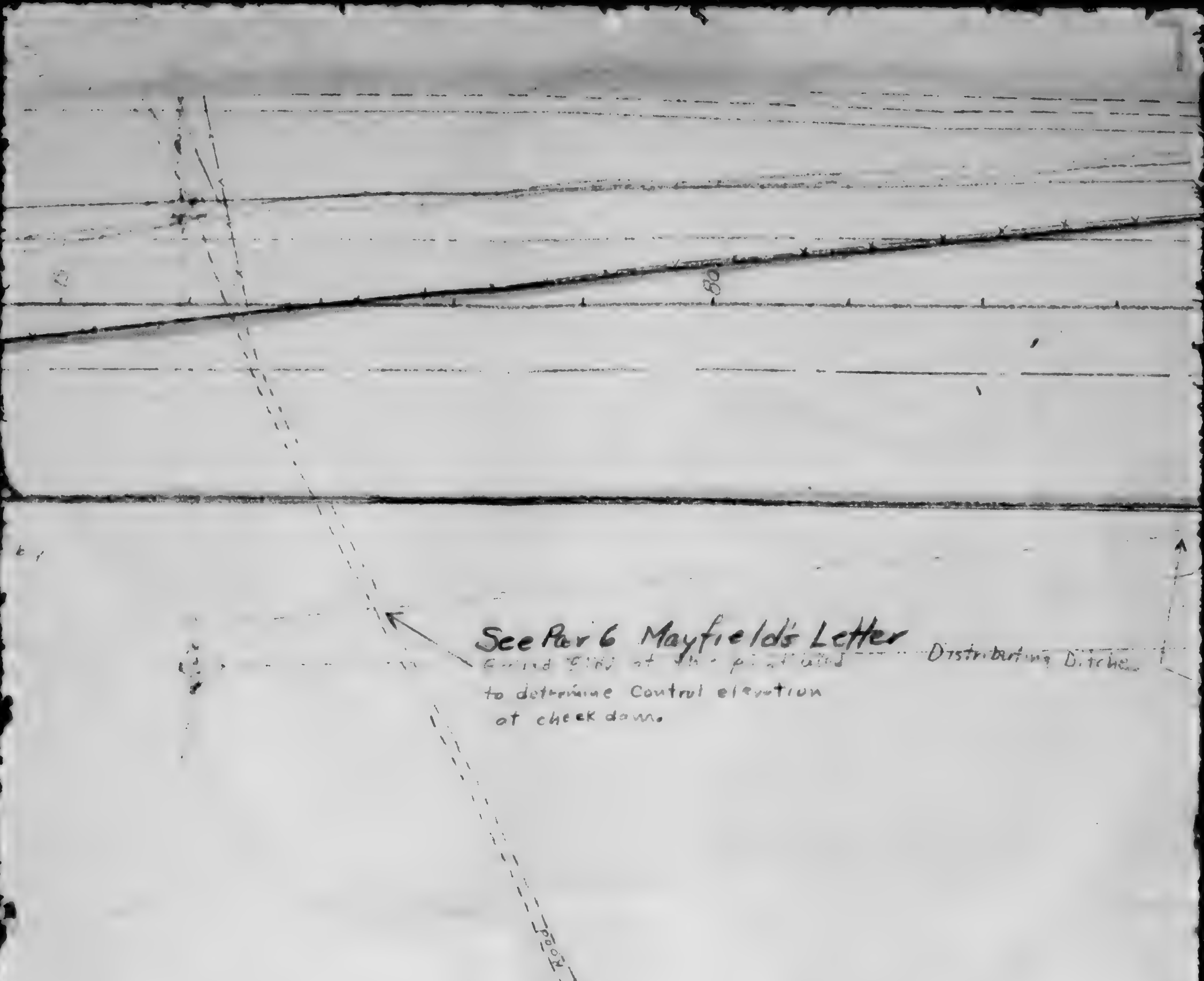
scale 1" = 100'

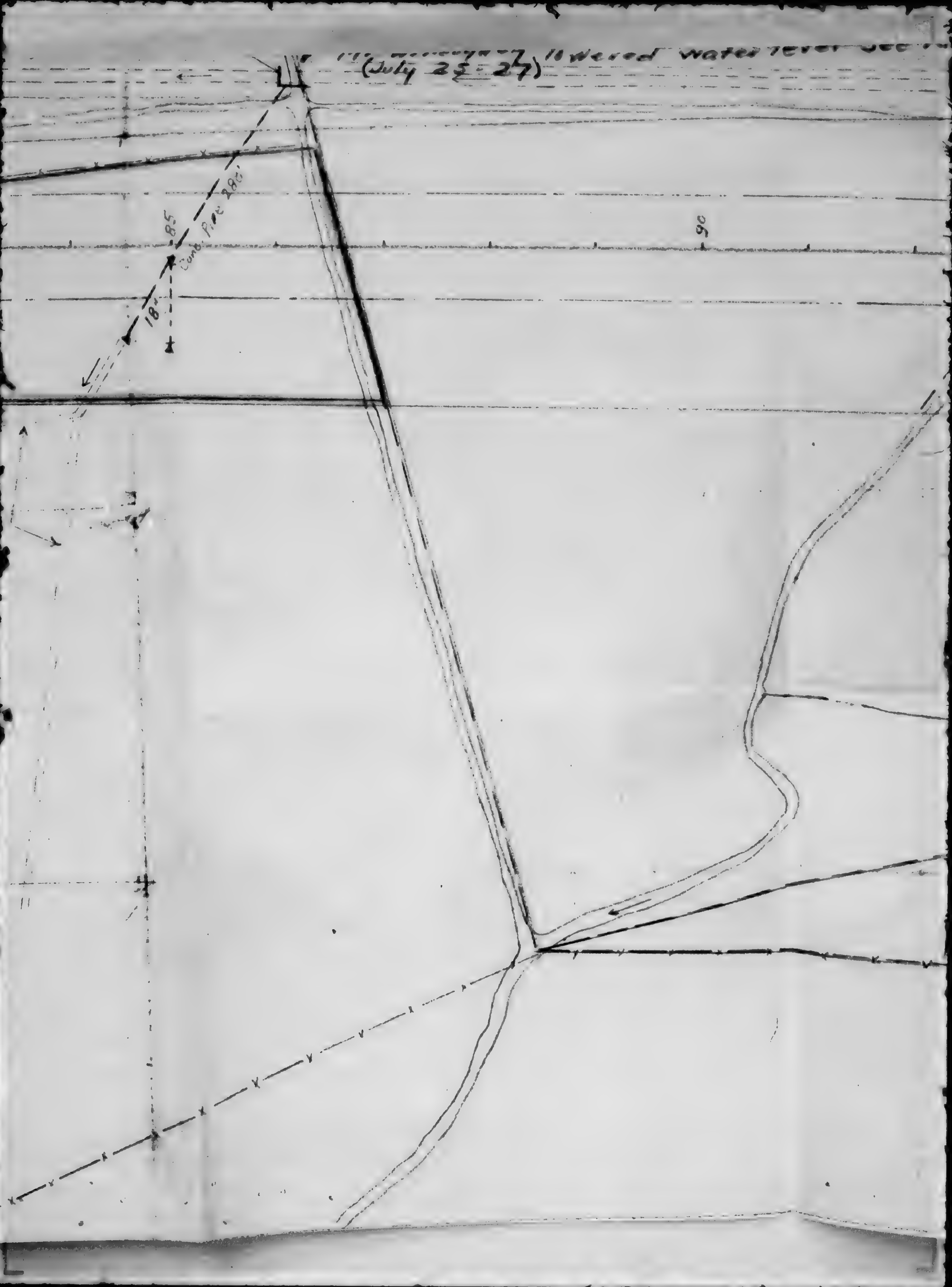
Oct. 8. 1959 H.E. Mayfield Res. Engr.

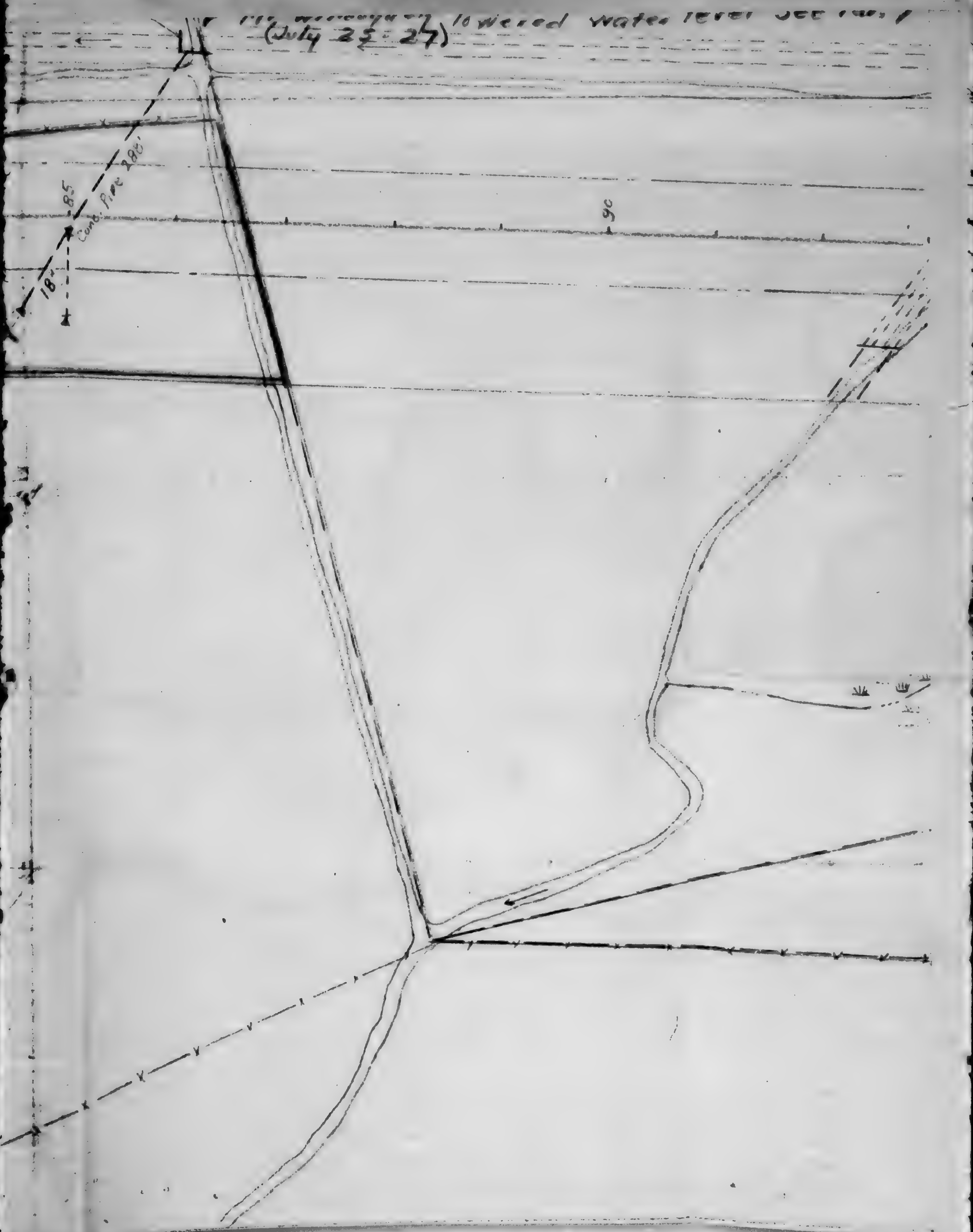
Swango placed stoplogs here (July 22 or 23)
See Par 6 Mayfield's letter
Mr Willoughby lowered water level See Par. 7
(July 25-27)

196'
24" Corr. Pipe
65'


70
Limits of area covered by
15 Acre Water right.
Elsie Berg
Vol. 178 P.635
25191


80
See Par 6 Mayfield's Letter
Ground Elev at this point used
to determine Control elevation
at check dam.
Distributing Ditches
Earth Road
Stock water Pond


lowered water level
(July 25-27)
85
Conc. Pipe 280'
18"
90


lowered water level
(July 25-27)
Conc. Pipe 288'
85
18"
90

REFERRED TO
Cooper
By State Highway Engineer

Eugene, Oregon
Route #2, Box 430
September 29, 1959

State Highway Department
Salem, Ore.

Gentlemen:

I have been trying to get a settlement from the Natt McDougall Construction Co. for loss of irrigation water for the Berg property near Coburg. They failed to have the ditches completed until July 20th and then they shut the water off again due to interference with their construction work.

As the option for this right of way was made with the state would you please advise me as to the proper steps that can be taken to secure justice in this matter. I feel it is the responsibility of the state to see that compensation is made for damage done.

Would appreciate a prompt reply as this matter has been given the run-around long enough.

Yours truly,

Charles W. Swango

Edw
Reply

RECEIVED
[illegible]
STATE HIGHWAY ENGINEER

RECEIVED
1 1959
STATE [illegible]

Route #1,
Harrisburg, Oregon
September 28, 1959

Industrial Claims Service
Board of Trade Building
Portland 4, Ore.

Gentlemen:

I am writing for Muddy Creeks Irrigation Project concerning Charles Swango's claim for loss suffered due to lack of irrigation water.

It is my understanding that the contractor agreed with the state not to interrupt our system at any time. Our group agreed to let McDougal Co. close the ditch supplying Harold Woodruff provided water was supplied by pumping from another source. McDougal Co. failed to complete another ditch which supplies Mr. Swango and others so that our system was interrupted, at which time agreement was reached by McDougal and individual users concerned, to hold off irrigation flow in order to expedite construction.

Yours truly,

Terry McCornack

Terry McCornack
Chairman - Muddy Creeks Irrigation Project

cc: Industrial Claims Service
cc; State Highway Department of Oregon
cc: Nat Mc Dougal Construction Co.

Concerning Your File 9-1423

Eugene, Ore.
Route #2, Box 430
September 28, 1959

Industrial Claims Service
Board of Trade Building
Portland 4, Ore.

Gentlemen:

This is in regards to your letter of September 9. The loss of pasture was $1800 and I would have settled for $500 had the water been made available to me on July 20th. The water was turned on July 20th and then ordered turned off as it was soaking the highway fill. I lost another month's feed and it looks like the clover in the pasture has died due to lack of irrigation water.

The enclosed letter points out that Mr. Miller did not havea verbal agreement with the irrigation system on any ditch except the one used by Harold Woodruff which has nothing to do with my set-up. Due to the fact that there are at least three different ditches concerned, Mr. Miller is slightly confused.

It is my understanding that the Natt Mc Dougall Co. has a contract with the state to furnish uninterrupted water flow in established ditches. As the ditch where I got my water and the ditch I used to irrigate were filled in the fall of 1958 with dirt for the highway and not useable until the fall of 1959 this results in the loss of feed for the entire season.

Please feel free to contact the Board of Directors of the Muddy Creeks Irrigation Project or any of the neighbors who have been witnesses to the actions of the Mc Dougall Construction Co.

Yours truly,
Charles W Swango

cc: Natt Mc Dougall Co.
cc: State Highway Department of Oregon

A

RECEIVED
SEP 30 1959

FOR FILING
I-5 4(20)198

5339

September 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering extra clearing and construction of a special roadside ditch on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

In some areas, where no ditch section was planned, the ground is swampy and to drain them properly a ditch is necessary. Some clearing outside of the originally staked limits will be necessary.

Copies of the sketch for the ditch section are attached. This work has been verbally approved by the BPR Area Engineer.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:bb

Ens.

RECEIVED
1959
FOR FILING

REFERRED TO
Cooper
By State Highway Engineer
info

September 9, 1959

Mr. Charles Swango
Box 430
Route 2
Eugene, Oregon

Re: Our Assured: Natt McDougall Company
Our File: 9-1423

Gentlemen:

We are representatives of Natt McDougall Company's insurance carriers and this is to confirm our conversation with you on Aug. 24th, 1959. The writer and Mr. Miller an employee of Natt McDougall Company contacted you on Aug. 24th, 1959 to discuss a claim which you had filed with Natt McDougall Company for loss of irrigation water on a 75 acres of pasture land near the new alignment, near Coburg, Oregon prior to July 20th, 1959.

In our discussion, you indicated that your pasture had dried up due to lack of irrigation water which had been cut off by the construction of the new alignment by Natt McDougall Company, near Coburg, Oregon and that you had suffered a loss of feed to 120 head of cattle up to July 20th, which would amount to approximately $1800.00, but that you were willing to accept $500.00 in loss of pasture land feed to your cattle.

As Mr. Miller pointed out to you that he had a verbal agreement with the grantor"s system that it would not be necessary to have the irrigation system in operation until July 20th, 1959, on which date, water was placed into the irrigation system. There were special provisions made to supply water to other farmers, but there was no prior notice that it was necessary that you be supplied with water in the discussion with the irrigation system.

It is rather difficult for us to understand why Natt McDougall Company should be held responsible for a condition of which they were not aware, and had an agreement with the irrigation system that it was not necessary for the water to be placed in the irrigation ditches until the date that it was actually turned. We feel that it was the individual member's responsiblity to see that the agreements of the irrigation system of which they are a member is made to conform with their own requirements.

After reviewing your claim, it is our understanding that it was not necessary to provide you with water or to place water into the irrigation ditch until the date that it was actually turned in, therefore, we do not feel that it is our responsiblity to reimburse you for any claim s of losses for or before this date. The water was turned into the irrigation ditch on the date which was verbally agreed between Natt McDougall Company and the Grantors Irrigation System and if you do not receive sufficient water after that date, it is felt that this is a matter which should be taken up between you and the irrigation system of which you are a member as we understand.

INDUSTRIAL CLAIMS SERVICE
BOARD OF TRADE BUILDING
PORTLAND 4, OREGON

We wish to thank you for your cooperation but after careful consideration, we

(continued)

respectfully deny your claim for the loss of irrigation water.

Very truly yours,

INDUSTRIAL CLAIMS SERVICE

Van A. Gibson

Van A. Gibson

VAG/gw

cc: ✓ State Highway Department of Oregon

cc: Natt McDougall Company

COPY

RECEIVED
[illegible] 11 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 - 1959
FOR FILING

[illegible]

5339

August 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering adjusting irrigation pipes on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

This work is necessary to re-establish irrigation lines and water for stock which were cut by construction.

The 1¼" Reed line is for watering stock and the 4" Egge line is for irrigation. Both lines must be run through conduits. The type of 4" steel pipe furnished by the land owner will require welding.

This work was anticipated and included in the Special Provisions as an extra work item.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Enc.

RECEIVED
JUL - 1 1959
FOR FILING
[illegible]
[illegible]

June 19, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering construction signing on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)193.

This work is necessary for the routing and guidance of traffic during construction and is in addition to that required of the contractor. This order will not relieve the contractor of his responsibility to furnish and maintain warning signs, lights and barricades for the safety of traffic and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

DBP:br

Enc.

RECEIVED
MAY 18 1959
FOR FILING
-5-4(20)
5339

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of order for Extra Work No. 3 covering constructing two headwalls on the Linn County Line-McKenzie River Section of the Pacific Highway in Linn County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

Irrigation ditches and controls will need to be moved for construction. The distribution facilities were not included in the contract or plans. It is necessary to replace these facilities.

Special benefit will not accrue to the land owner by reason of this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Encl.

RECEIVED
MAR 1959
FOR FILING

[illegible]

5329

Department of Commerce
Bureau of Public Roads
Division Eight

C
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P
Y

When replying, refer to
o8-35.5

March 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Consumers Power Inc., Utility adjustments
Pacific Highway, South Albany to
McKenzie River

Dear Sir:

The supporting data submitted with your letters of Feb. 5th, 25th, and March 13, 1959, confirmed the fact that Consumers Power Inc., did comply with the provisions of Section 6 of PPM 30-4 in contracting part of their utility adjustments, with the exception of requesting prior approval from the State and Bureau. It therefore has been administratively agreed that the contract work is eligible for Federal participation, subject to the usual final audit of costs. This work has previously been authorized.

It is not the usual policy of this office to approve delayed submissions of this nature, but in this case, it is considered justified due to the fact that the oversight for requesting approval of contracting by the Utility was unintentional and your office was not aware of the contract work until the first billing was received.

We are pleased to note that you have corrected your procedure to control such omissions in the future.

The above contract work covers the following Federal-aid projects:

1-5-4(14)228	Contract	5170
1-5-4(16)215	"	5207 & 5208
1-5-4(18)211	"	5293
1-5-4(19)204	"	5329
1-5-4(20)178	"	5339

Very truly yours,

/s/ C. G. Polk
C. G. Polk
Division Engineer

A

RECEIVED
MAR 25 1959
FOR FILING

I 5 1(20)193
5339

March 13, 1959

C
O
P
Y

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to the verbal request of Mr. Pike for additional information in connection with utility work by Consumers Power on various projects on the Pacific Highway south of Albany we are enclosing three copies of the letter from the Company.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DMP:bb

A

FOR FILING

I-5-4(20)198

5339

February 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to the verbal request of Mr. Rice to Mr. Baker, for additional information regarding bids received by Consumers Power, Inc., for contract work on their power lines between Albany and the McKenzie River, we are enclosing three copies of analysis of bids received prepared by the Company.

Projects involved in the power line adjustments are:

Contract No.	Section	Project
5170	Santiam Jct.-Johnson Road	I-5-4(14)228
5237	Saddle Butte-Twin Buttes	I-5-4(16)215
5236	Johnson Road-Saddle Butte	I-5-4(16)215
5093	Twin Buttes-Halsey Road	I-5-4(18)211
5329	Halsey Road-Lane Co. Line	I-5-4(21)204
5339	Lane Co. Line-McKenzie River	I-5-4(20)198

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:or
Encl.

A

FOR FILING

I-5-4(20)198

5339

February 25, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

In response to the verbal request of Mr. Fine to Mr. Baker, for additional information regarding bids received by Consumers Power, Inc., for contract work on their power lines between Albany and the McKenzie River, we are enclosing three copies of analysis of bids received prepared by the Company.

Projects involved in the power line adjustments are:

Contract No.	Section	Project
5170	Santiam Jct.-Lebanon Road	I-5-4(14)228
5237	Saddle Butte-Twin Buttes	I-5-4(16)215
5236	Lebanon Road-Saddle Butte	I-5-4(16)215
5098	Twin Buttes-Belts Road	I-5-4(18)211
5329	Belts Road-Lane Co. Line	I-5-4(20)204
5339	Lane Co. Line-McKenzie River	I-5-4(20)198

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr
Encl.

RECEIVED
MAR 25 1959
FOR FILING

I-5-4(20)199

5339

February 5, 1959

C
O
P
Y

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Construction of the Pacific Highway Freeway in Linn and Lane Counties requires moving and adjusting of power lines and facilities of the "Consumers Power Inc." This organization is a rural electric cooperative system which has made use of federal financing under provisions of the Rural Electrification Act of 1936 as amended. As the lines and facilities of this cooperative are situated on their own right of way, it becomes the obligation of the state to pay the cost of necessary moves and adjustments.

Under terms of your Policy and Procedure Memorandum 30-4 dated December 31, 1957, the state is entitled to federal reimbursement in the proper ratio for its expense in such work, providing the specified regulations are followed. As far as I can ascertain the provisions of the PPM were complied with, with the exception that a portion of the work done by the cooperative was done by a contract which did not have the prior approval of the state and the B.P.R. In this instance the work was accomplished under a so-called continuing contract which is the manner by which all of the cooperative's construction is undertaken. The state had no knowledge that the work was being contracted until the first billing was received a few weeks ago.

The power line moves and adjustments involve the following contracts:

Cont. No.	Section	Project	Est. to Move Power Lines	Date of BPR Approval to Proceed with Power Line Moves
5170	Santiam Jct.-Lebanon Rd.	I-5-4(14)228	$ 1,265	5-7-58
5207	Saddle Butte-Twin Buttes	I-5-4(16)215	1,870	8-22-58
5208	Lebanon Rd.-Saddle Butte	I-5-4(16)215	1,444	8-21-58
5293	Twin Buttes-Belts Rd.	I-5-4(18)211	216	8-2[illegible]-58
5329	Belts Road-Lane Co. Line	I-5-4(20)204	911	9-8-58
5339	Linn Co. Line-McKenzie R.	I-5-4(20)198	19,946	10-6-58

We are enclosing herewith a copy of the cooperative's contract, a copy of the three lowest bids that were received and a letter of justification from the cooperative giving their reasons for handling the work in this manner.

It is requested that you review this matter and advise us as to whether or not we can expect Bureau participation because of this unintentional oversight. For your information we have altered our procedures so as to control this type of thing in the future.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

HLP:bb

A

RECEIVED
FEB 2 1959
FOR FILING
I 5-4(20)198

339

Salem, Oregon
January 30, 1959

Mr. Frank Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

To assist in an attempt to collect federal aid in the cost of borrow pits acquired by the State for the Linn County Line-McKenzie River Section, please provide approximate estimates of the quantities of borrow materials to be taken from the pits listed below:

Stuart Pit, east of Highway, Stations 67 to 86
Whitaker Pit, east of Highway, Stations 169 to 192
Stolzig Pit, Stations 260 to 277

Please indicate in each case whether the quantities are excavation measure or embankment measure. If they are embankment measure please give an estimate of probable percentage of shrinkage.

S. H. Probert
Office Engineer

SHP:bb

cc: Tom Edwards

RECEIVED
JAN 21 1959

FOR FILING
I-5-4(20)198

5339

When replying, refer to
08-35.4

January 19, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(20)198,
Linn Co. Line-McKenzie River Section,
Pacific Highway, Order for State Force
work dated December 11, 1958
Seeding, mulching and fertilizing

Dear Sir:

Reference is made to your letter dated December 24, 1958 concerning subject order.

We are approving the use of State force as being in the public interest in this case for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Orig to District

NOTED
COOPER

RECEIVED
DEC 29 1958
FOR FILING

5-4(20)198

5339

December 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 224 covering seeding on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20) 198.

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $4,000.00, with Federal participation of $3,600.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encl.

RECEIVED
NOV 28 1958
FOR FILING
OREGON DISTRICT

I-5-4(20)198

5239

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

November 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(20)198
Linn Co. Line-McKenzie River Section,
Pacific Highway adjustments to Pacific
Telephone & Telegraph Co. lines

Dear Sir:

We have received and approved copies of your agreement with Pacific Telephone and Telegraph Co. regarding the above work. This will constitute your approval to proceed with the work as of November 12, 1958, under the provisions of PPM 30-4.

Very truly yours,

CGPolk

C. G. Polk
Division Engineer

Copies:
Baker
[illegible]

RECEIVED
NOV 25 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 24 1958
FOR FILING

I-5-4(20)198

5339

November 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1, 2nd authorization, covering resloping on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

An Order for Extra Work, No. 1 covering resloping was approved November 12, 1958, in the amount of $2,004.07. After the work was started, it became evident that much more work than was anticipated would need to be done. Attached are copies of a sketch showing the work which will be required to hold this slope.

This order is to cover the additional anticipated costs. The work has not been completed.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

A

RECEIVED
NOV 13 1958
FOR FILING

I 5-4(20)19

5339

November 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting The Pacific Telephone & Telegraph Company's lines on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Project No. I-5-4(20)198:

1. Copies of Assistant Counsel's letter which describes the work and establishes the obligation of the State to reimburse the Company.

2. Copies of the Company's estimate for performing the work.

3. Sketches prepared by the Company covering its line adjustments.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
FORM [illegible]-128 5M 4-58
NOV 6 - 1958
FOR FILING

COMMISSIONERS
K. McIVER, CHAIRMAN
PORTLAND
OBERT B. CHESSMAN, MEMBER
ASTORIA
ENNETH N. FRIDLEY, MEMBER
WASCO
. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 6, 1958

Matt McDougall Company
824 Pittock Block
Portland 5, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5339, awarded Oct. 21, 1958, for grading on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
NOV 5 - 1958

FOR FILING

I-5-4(20)198

5339

November 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering State share of flagging costs on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

A

RECEIVED
NOV 3 - 1958
FOR FILING

I-5-4(30)198

-3:9

1885 Friendly Street
Eugene, Oregon
November 2, 1958

Mr. Forrest Cooper
Deputy State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

I received the plans and Special Provisions for the Linn County Line-McKenzie River Section of the Pacific Highway. I found them very interesting and I am sure that they will be very helpful to me in the future.

Thank you very much for sending them to me.

Sincerely yours,

Dave Culbertson

Dave Culbertson

RECEIVED
NOV 3 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
FORREST COOPER

RECEIVED
NOV - 3 1958
OFFICE OF
STATE HIGHWAY ENGINEER

4

RECEIVED
OCT 29 1958
FOR FILING

J 5-4 (20)1c9

5334

October 28, 1958

Mr. Dave Culbertson
1885 Friendly Street
Eugene, Oregon

Dear Mr. Culbertson:

I enjoyed reading your letter of October 23 and am happy to send to you a copy of the plans for the Linn County Line-McKenzie River Section and also a copy of the Special Provisions from the contract covering this same section.

I hope that you will be able to carry out your plans to become a Civil Engineer and your early interests indicate that it would be a field in which you could build a career. While the profession has its drawbacks, it still offers unlimited areas for creative expression.

I wish you well in your future plans.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:fn

Encl.

cc Mr. W. C. Williams

1885 Friendly Street
Eugene, Oregon
October 23, 1958

REFERRED TO
Cooper

Mr. W. C. Williams
State Highway Engineer
State Highway Bldg.
Salem, Oregon

Dear Mr. Williams:

I am only 16 years of abe but I am very interested in construction and I am going to become a civil engineer. I wonder if it would be possible for me to have a set of plans for the construction of the Pacific Highway from the Linn County line to the McKenzie River which was recently awarded to the Natt McDougall Company?

I have been watching the construction of this job closely in my free time and I would like to have the plans so that I can better understand what the contractor is doing.

Thank you very much.

Sincerely yours,

Dave Culbertson

Dave Culbertson

NOTED
FORREST COOPER

RECEIVED
OCT 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 24 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 31 1958
FOR FILING

I-5-4(20)198

5339

A

October 30, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering resloping the top of a cut on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Contract No. 5339, in connection with Federal Aid Project No. I-5-4(20)198.

The design provides that the cut between Stations 325+75 to 334+00 on the left to be on ½:1 slope. It is necessary to reslope the top portion to 1:1 slope and remove loose material and boulders for safety and slide prevention.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
OCT 31 1958
FOR FILING

I 5-4(20)198

5339

October 29, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 16, 1958, on Contract No. 5339, Linn County Line-McKenzie River Section, in Lane County, in connection with Federal Aid Project No. I-5-4(20)198.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
NOV 6 - 1958
FOR FILING

FORM 530—50M—2-57—1476

5339

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1958

SUBJECT: Contract No. 5339
Linn County Line-McKenzie River
Section of the Pacific Highway
in Lane County

To: Mr. Floyd Query
Assistant Secretary

Office

Returned herewith are all copies of the proposed State Highway Contract No. 5339, the contractor being Nat McDougall Company. These copies were forwarded to this office for approval as to form. Our secretary has, as usual, compared the various provisions in the contract with the proposal originally submitted for bidding and has found several differences with respect to minimum hourly wage rates as set forth on page (g) of the Schedule of Predetermined Minimum Wages.

I have contacted Mr. O'Neil with respect to these discrepancies and he advises me that the Schedule of Minimum Wages as they appear in the contract are correct and as they should be. He further advises that the proposals as furnished the bidders are the same as appear in the contract but that for some reason an erroneous set of minimum wages were included in the form of proposals originally submitted to the Legal Department for review.

Apparently, it was this erroneous set that was compared by our secretary with the original contract which caused the discrepancies. It is on this basis that I approve and return to you the original contract.

G. E. Rohde
G. E. Rohde
Assistant Counsel

GER:bk
cc - S. H. Probert

RECEIVED
OCT 28 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
H. B. GLAISYER

RECEIVED
[illegible]
FOR FILING

When replying, refer to:
08-35.8
I-5-4(20)198

5339

October 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project I-5-4(20)198
Linn County Line-McKenzie River
Section, Pacific Highway
Power Line Adjustments,
Consumers Power, Inc.,
Vicinity Station 69

Dear Sir:

We have received the plan and estimate sheets for the above described work.

Agreement for this, as well as other work by Consumers Power, Inc., was approved effective October 6 by our letter of October 17. This now completes the submission of plans for all work under the agreement.

Very truly yours,

C. G. Polk
Division Engineer

original to Project

RECEIVED
NOV 6 - 1958

FOR FILING

T-5-4(20) [illegible]

5339

October 21, 1958

Natt McDougall Company
824 Pittock Block
Portland 5, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, accepted your proposal for grading Linn County Line-McKenzie River Section on the Pacific Highway in Lane County for the sum of $1,126,788.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5339.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
R. G. Savage (SIAC)
S. H. Probert
Pacific Builder & Engineer, Inc.
Seattle 1, Washington
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle 4, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

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WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 21, 1958

Natt McDougall Company
824 Pittock Block
Portland 5, Oregon

Contract for grading Linn County Line-McKenzie River Section of the Pacific Highway in Lane County for which you submitted low bid on September 9, 1958, awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

Confirmation
Accounting (5003-900)
Files ✓
C. W. Head

RECEIVED
File
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0
I 5 4(20)198
5337

October 21, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today, advising that all rights of entry have been acquired for Oregon Project I-5-4(20)198, Linn County Line-McKenzie River Section of the Pacific Highway, we hereby concur as of this date in award of contract No. 5339 to Natt McDougall Co. of Portland, Oregon, low bidder in the amount of $1,126,788.00 at the September 9, 1958 bid opening.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

A

RECEIVED
OCT 22 1958
FOR FILING
I 5-4(20)198

5351

October 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are copies of Consumers Power, Inc., estimate and Drawing No. 869 in connection with adjusting a power line in the vicinity of Station 69 on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Project No. I-5-4(20)198.

Other data in connection with Consumers Power, Inc., line revisions on the above section were submitted with our letter of October 6, 1958.

Your approval of the agreement between the State and Consumers Power, Inc., and authorization to proceed with the work under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

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OCT 22 1958
FOR FILING
I-5-4(20)
53|39

October 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for grading work on the Linn County Line-McKenzie River Section of the Pacific Highway (Interstate Route No. 5) in Lane County, Project I-5-4(20)198, to the Hatt McDougall Co. of Portland, Oregon, on the basis of the bid of $1,126,788.00 submitted on September 9, 1958.

All rights of entry required for this contract are acquired. All rights of access to or from abutting properties are either (1) denied by law, or (2) have been acquired, or (3) are being acquired in condemnation proceedings which have been commenced and which will be prosecuted to completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:bb

RECEIVED
OCT 21 1958
FOR FILING

I-5-4(20)198

5229

When replying, refer to:
08-33.4

October 17, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

RE: Oregon Project I-5-4(20)198
Linn County Line-McKenzie River Sec.
Pacific Highway
Power Line Adjustment

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Consumers Power Company dated October 3, 1958 covering adjustments to power line on the above project.

Authorization is hereby granted to proceed effective October 6, 1958 with the necessary adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C. G. Polk
Division Engineer

orig Probert
copy - Edwards

[illegible]

RECEIVED
OCT 9 1958
FOR FILING

5839

October 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are revised copies of revised estimate and Drawing No. 8658 of the Consumers Power, Inc., on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Project No. I-5-4(20)198.

The revision is near the McKenzie River Bridge. The new proposed location of the line will be along the railroad right of way for the entire distance of the revision and will eliminate two angles with necessary anchors. The estimate is reduced accordingly from $4,535.87 to $3,467.13 for revision at this location.

It is requested that this estimate and sketches be substituted for corresponding data submitted to you on October 6, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

DBP:mfh

RECEIVED
1958
FOR FILING

[illegible]

6331

October 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting power line crossings of the Consumers Power, Inc., on the Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, Project No. I-5-4(20)198:

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company.

2. Copies of the Company's estimate covering the various lines to be adjusted.

3. Three each of the Company's Drawings 862, 863, 864, 865 and 866.

Estimate and sketch for the crossing near Station 69 are not included as center line staking has not been done. These will be submitted as soon as they are received.

Your approval of the agreement between the State and Company and authorization to proceed with the work under the provision of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Encl.
DBP:cr

P

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FORM E 30X—50M—6 58—13046
FOR FILING
[illegible]
5237

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1958

SUBJECT: Lane County Line-McKenzie River Section
Pacific Highway

To:

Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Herewith a copy of a memo from Mr. Paxson in which he asks that we install three 42-inch pipes at Station 135+50 in lieu of the 36-inch pipes shown on the plans.

Will you please arrange for this installation as per Mr. Paxson's suggestion.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Ass't Construction Engineer

LHY:jo

Encl.

cc Mr. G. S. Paxson ✓

RECEIVED
SEP 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

[illegible]

OREGON STATE HIGHWAY DEPARTMENT
[illegible]
[illegible]
[illegible]

[illegible]

To: [illegible]

[illegible]

[illegible]

[illegible]

RECEIVED

[illegible]

RECEIVED
SEP 15 1958
FOR FILING

I-2-4(20)58

5339

September 12, 1958

Natt McDougall Company
824 Pittock Block
Portland 5, Oregon

Gentlemen:

The State Highway Commission on September 11, 1958, accepted your bid in the amount of $1,126,768.00 for grading on Linn County Line-McKenzie River Section of the Pacific Highway in Lane County, which was the low bid received for that job September 9, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

File

I 5-4(20)198

5339

When replying, refer to:
08-35.4

August 25, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(20)198, Linn County Line-McKenzie River Section of the Pacific Highway. This is to authorize your advertising for bids.

Concurrence in award will be withheld pending notification that all rights of way or rights of entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

RECEIVED
[illegible]

FORM E-30X—37,500—6-57—16564

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I'5-4(20)198

Salem, Oregon
August 20, 1958

5339

To:
Mr. Tom Edwards
Construction Engineer
Building

SUBJECT:
Erosion Control
Linn Co. Line-McKenzie R. Section
Pacific Highway
Lane County

The engineer's estimate for seeding on the subject job was $3,000.

A check of the areas of the cut and fill sections shows that there are 77 acres requiring seeding. It is, therefore, recommended that an item of $4,000 be included in the project authorization for erosion control work by state forces.

Mark H Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Forrest Cooper ✓

NOTED
FORREST COOPER

RECEIVED
[illegible] 1958
OFFICE OF
[illegible] ENGINEER

DS-395(1) Clear Creek Bridge 1958

#5340

Form A-150—10M—6-58

NOTED
Harold C. Ayers

INVOICE

Oregon State Highway Department

SALEM, OREGON

Contract 5340
DS 395 (1)

RECEIVED
OCT 1 1959
ENGINEER
COUNTY & CITY RELATIONS

Clackamas County
Oregon City, Oregon

Attn: Board of County Commissioners

Invoice No. 62246

Date October 1, 1959

Your Req. No.

Billing Request No. cc 512

Credit Distribution: 501-1072-297

Final billing: Clear Creek (Viola) Bridge, FAS 810, covered by agreement dated 9/25/58

Advance deposit	$2,150.00
County share total costs as per attached statement	1,995.55
To be refunded	$ 154.45

NOTED
John F. Hagemann

ACKNOWLEDGMENT OF BILLING REQUEST

State Printing 13107

Cash Received with Request: $..................

By ....

NOTED
V. B. JONES

NOTED
[illegible]

September 30, 1959

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

File

Gentlemen:

Final costs are now available for the Tualatin River (Shipley) Bridge on FAS 122 and for the Clear Creek (Viola) Bridge on FAS 810. As per the attached cost statements, refunds of $468.34 and $154.45 are due the county on the respective projects. These refunds will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

COMPLETED 4/21/59

ITEMIZED STATEMENT OF FINAL COSTS

County Clackamas Contract No. 5340 Date 9/30/59

FAS 810 Section Clear Creek (Viola) Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$38,607.20
Construction engineering				3,206.89
TOTAL CONSTRUCTION COSTS				$41,814.09
FEDERAL FUNDS COLLECTED FOR PROJECT				
"D" Funds		$31,223.00		
"L" Funds		6,600.00		$37,823.00

AGREED COUNTY SHARE OF TOTAL COSTS
(50% of difference between total costs and federal funds)

($41,814.09 - $37,823) X 1/2 = $1,995.55

County advance deposit	$2,150.00
Less county share	1,995.55
REFUND DUE COUNTY	$ 154.45

JFH:mm

Item	Unit	Unit Price	Total Quan.	Total Amount
1. Remove old bridge	all	4800.00	all	4,800.00
2. Structural excavation	c.y.	8.00	355.9	2,847.20
3. Class "A" concrete	c.y.	74.00	300	22,200.00
4. Metal reinforcement	lb.	.12	73,000	8,760.00
			Total	38,607.20

RECEIVED
JUN 15 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 10, 1959

SS-395(1)

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
Contract 5340	6 Final	Inland Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13707	H246946	$ 3,124.20	6/10/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 90 workdays from November 3, 1958

Time Extensions: None of record

Completion Date: April 21, 1959

Date Accepted: May 28, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: June 11, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JUN 11 1959
Jc

NOTED ON CARD
jc

RECEIVED
MAY 22 1959
FOR FILING

[illegible]

5340

May 21, 1959

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5340 for the Clear Creek bridge construction on FAS 810 in Clackamas County was completed by the contractor, Inland Construction Company, on April 21, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,124.20 will be released to the contractor after acceptance by the Commission. The total contract amount is $38,607.20, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

6

RECEIVED
APR 15 1959
FOR FILING

335

[illegible]

April 15, 1959

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing for the records and files of Clackamas County a fully executed copy of a Finance Agreement between the State Highway Commission and Clackamas County covering the Little Clear Creek Section of FAS 810 in Clackamas County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

A

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NOV 26 1958
FOR FILING

5340

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 26, 1958

Inland Construction Co.
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5340, awarded Oct. 23, 1958,
for Clear Creek Bridge on FAS 810
in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-395(1)

CLEAR CREEK (VIOLA) BRIDGE ON THE OREGON CITY-VIOLA ROAD

IN CLACKAMAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 12, 1958

Type Code X021
Clear Creek Bridge (Sta. 4+95 to Sta. 6+39)(Contract No. 5340)

Remove Old Bridge	All Required		$ 4,800.00
Structural Excavation	325 cu. yds.	$ 8.00	2,600.00
Class "A" Concrete	300 cu. yds.	74.00	22,200.00
Metal Reinforcement	73,000 lbs.	.12	8,760.00
	Subtotal		$ 38,360.00
	10% Engr. & Cont.		3,836.00
	Total		$ 42,196.00

Length of Structure . . . . 0.027 mile

Federal "DS" Funds	$ 31,400.00
Federal "LS" Funds	6,600.00
State Funds	2,098.00
County Funds	2,098.00
	$ 42,196.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Clackamas County with the Highway Dept.

RECEIVED
NOV 13 1958
FOR FILING

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5340

Salem, Oregon
November 6, 1958

Maint. # 390
Finance # 241

FAS Project Agreements
FAS 810, Clackamas County

Mr. C. G. Swanson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Clackamas County covering the Clear Creek (Viola) Bridge on FAS 810 in Clackamas County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Clackamas County.

Secretary

rn
Enc.

FORM E-30 50M 6-57—5553

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 17, 1958

SUBJECT: FAS Project Agreements
FAS 810, Clackamas County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Clear Creek (Viola) Bridge on FAS 810 in Clackamas County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 19, 1958.

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE June 19, 1958 Page 36 of minutes
Secretary

APPROVED
STATE HIGHWAY ENGINEER
Date 10-17-58

RECEIVED
NOV 7 - 1958
FOR FILING

44-295(1)

5340

November 6, 1958

County Court of Clackamas County
Court House
Oregon City, Oregon

Gentlemen:

We are enclosing for the records and files of Clackamas County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Clackamas County covering the Clear Creek (Viola) Bridge on FAS 810 in Clackamas County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

A

RECEIVED
OCT 27 1958
FOR FILING

[illegible] 328(1)

5340

October 24, 1958

Inland Construction Company
6202 S. E. Harmony Road
Milwaukie, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5340 for bridge construction on Clear Creek, Clackamas County.

This award was based on your bid of $38,360.00 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

AGREEMENT

10 - 23 - 58

The County of Clackamas, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement ~~of ____ miles~~ of FAS Highway 816, ~~from~~ said project to consist of a bridge over Clear Creek at Viola

~~to~~

known as the Clear Creek (Viola) Bridge, and to be designated as Oregon Project S-33[illegible](1), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right-of-way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 25th day of September, 1958, and the Highway Department on the 23rd day of October, 1958.

COUNTY OF CLACKAMAS

By ______________________
County Judge

Attest:

____
County Clerk

By ______________________
County Commissioner

By ______________________
County Commissioner

Approved:

____
Assistant State Highway Engineer

Attest:

____
Secretary

OREGON STATE HIGHWAY COMMISSION

By ______________________
As Chairman

By ______________________
As Commissioner

By ______________________
As Commissioner

FORM E-123-X 12.5M 6-56

9 - M

Approved
10/23/58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 14, 1958

Oregon State Highway Commission

Gentlemen:

In adjusting the D projects on county roads it has been necessary to make a few transfers from one county to another in order to commit all of these D funds. Josephine County is transferring $6,000 of its D funds to Clackamas County and Umatilla County is transferring $8,000 of D funds to Clackamas County. Clackamas County has agreed to transfer equivalent amounts of regular FAS funds to Josephine and Umatilla Counties.

Attached are copies of letters signed by these counties authorizing the transfers.

Very truly yours,

ORIGINAL SIGNED
W. C. WILLIAMS

W. C. Williams
State Highway Engineer

Enclosure

CSP:gm:ar

cc to: G. S. Paxson
S. H. Probert
C. G. Swenson ✓
C. H. Maison

OCT 15 1958
ENG

NOTED
C. G. SWENSON

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

By this letter the members of the County Courts whose signatures appear below request and authorize the Highway Department to make the following exchange of funds between the counties involved:

Transfer from Josephine County to Clackamas County DS funds totaling $6,000.

Transfer from Clackamas County to Josephine County regular FAS funds totaling $6,000.

The sums shown above represent total funds, including federal, state, and county funds. Each county shall furnish county matching funds in the amount required for the type of funds used by that county.

APPROVED Oct 9, 1958
JOSEPHINE COUNTY COURT

Raymond A Lathrop
Judge

Fred J Richards
Commissioner

B. C. Davidson
Commissioner

APPROVED 10-1-, 1958
CLACKAMAS COUNTY COURT

Judge

Commissioner

Commissioner

NOTED
JOHN D. GRAHAM

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

By this letter the members of the County Courts whose signatures appear below request and authorize the Highway Department to make the following exchange of funds between the counties involved:

Transfer from Umatilla County to Clackamas County DS funds totaling $8,000.

Transfer from Clackamas County to Umatilla County regular FAS funds totaling $8,000.

The sums shown above represent total funds, including federal, state, and county funds. Each county shall furnish county matching funds in the amount required for the type of funds used by that county.

APPROVED 10-6, 1958

UMATILLA COUNTY COURT

O. R. Cook
Judge

Roscoe Kelley
Commissioner

Commissioner

APPROVED 10-1-, 1958

CLACKAMAS COUNTY COURT

Judge

Commissioner

S. Ely
Commissioner

OCT - [illegible] 1958

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
October 10, 1958

Mr. G. S. Paxson
OFFICE

Exchange of DS and S Funds,
Clackamas, Josephine, & Umatilla Counties

NOTED
John F. Hagemann

Attached is a fully executed copy of a letter agreement between Clackamas and Josephine Counties exchanging $6,000 of DS and S funds and one between Clackamas and Umatilla Counties exchanging $8,000.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

September 30, 1958

NOTED
Harold C. Ayers

Clackamas County Court
Courthouse
Oregon City, Oregon

Gentlemen:

On September 30 a satisfactory bid was received from the Inland Construction Company of Milwaukie for construction of the Clear Creek (Viola) Bridge on FAS 810. As per the agreement between county and state the following advance deposit is required prior to award of a contract:

Bid Items	$38,360.00
12-1/2% Engineering & Contingencies	4,795.00
Estimated Total Cost.........	$43,155.00
County Advance Deposit of 5%.......	$ 2,150.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. If this deposit is received prior to October 20, a contract will be awarded at the regular Highway Commission meeting on October 23.

Also enclosed are four copies each of two letter agreements covering exchange of regular FAS funds for D (Crash) funds with Josephine and Umatilla Counties totaling $14,000. Please sign and return all copies of each letter agreement. We will then obtain signature of the appropriate counties and return a fully executed copy of each for your records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

Recd
10/9/58
Cont. #5340

JFH:mm
Encl.

Oregon Project S-
395(1)

9-24-58

RESOLUTION

FAS 810

WHEREAS, a county road in Clackamas County, State of Oregon, known as the Oregon City-Viola County Road, is routed through the County of Clackamas, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clackamas County, the section adopted for improvement being more particularly described as follows; to wit:

A bridge over Clear Creek at Viola.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clackamas will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clackamas County, Oregon, that no encroachments will be permitted on the county road known as the Oregon City-Viola County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clackamas County, Oregon, this 24th day of Sept, 1958.

By:

County Judge

County Commissioner

County Commissioner

ATTEST:

County Clerk

cc-12(1956)

NOTED
Harold C. Ayers

NOTED
V. R. JONES

September 23, 1958

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the Clear Creek (Viola) Bridge on FAS 810 upon which bids will be received in Salem on September 30.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $43,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

All costs in excess of $26,000 will represent an exchange of regular FAS funds for D (Crash) funds with other counties. Letter agreements will be prepared covering this exchange after bids have been taken and the amount required determined.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than September 30.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
C. G. SWENSON

JFH:mm
Encl.

By: John F. Hagemann
Assistant County & City Relations Engineer

NOTED
V R JONES

NOTED
Harold C. Ayers

Salem, Oregon
July 22, 1958

Clackamas County DS Projects

Mr. Ivan Merchant
OFFICE

NOTED
John F. Hagemann

Due to a necessity to hold expenditures on DS projects in Clackamas County as nearly within the limits of the $91,000 available to the county as possible, it has been requested that bids for the Shipley (Tualatin River) Bridge, FAS 122, be taken prior to the Clear Creek (Viola) Bridge on FAS 810.

This will permit the county to more nearly determine the status of these funds prior to committing itself to constructing both bridges as DS projects. If, after bids have been received on the Shipley Bridge, it appears there would be insufficient DS funds remaining to construct the Clear Creek Bridge, the Clear Creek Bridge would be constructed with regular FAS funds.

If at all possible the Shipley Bridge should be scheduled for the August 19 letting.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm

cc: G. S. Paxson

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
6/23/58

NOTED
John F. Hagemann

FAS 810, CLACKAMAS COUNTY (DS PROJECT)

TERMINI: Bridge over Clear Creek at Viola, approximately 1.4 miles east of FAS 131 (Clear Creek (Viola) Bridge).

PROPOSED WORK: One concrete bridge 130' long.

PROJECT LENGTH: 0.025 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER	
CONSTR.	$35,000	$26,000	$1,700	$1,700 (Co)	$5,600 (L)

EXISTING FACILITY: 100' steel pony truss with two 15' pile trestle approach spans, HC - 14'-8", H-11 rating. No substandard grade or alignment.

ADJACENT SECTIONS: 18' wide bituminous wearing surface on 24' to 26' wide roadway.

PROJECT DATA: Construct a 130' long RCDG bridge having a roadway width of 26' on the same location as the existing bridge. Clackamas County will construct road approaches as required to state standards.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.

ACCESS CONTROL: None

RR XING: None

SYSTEM ACTION: None required.

PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATION: None

FAS 810 serves a large, diversified farming area and is a mail and school bus route.

JFH:mm

CLACKAMAS COUNTY
PROPOSED PROJECTS

FAS 122 - Shipley (Tualatin River) Bridge, $50,000. This bridge is located approximately 3 miles southwest of the junction in Oswego of FAS 122 with FAP Route 3. This bridge carries highway department invoice number 2567.

The proposed project is to replace the existing pile trestle approach spans with a permanent type structure having a roadway width of 26' and to replace the handrail on the 160' steel deck truss, which is to remain in place. In the event the total length of the approach spans is reduced from the existing length, construction of the road approach fills would be included in the FAS project. If the length is not reduced and the road approach work is of a very minor nature this road work would not be included in the FAS project but would be performed by Clackamas County. Removal of the existing structure is to be part of the FAS project. The road will be closed during construction.

FAS 810 - Little Clear Creek and Clear Creek (Viola) Bridges (2), $70,000.

The Little Clear Creek Bridge is located approximately 1 mile west of Viola and carries highway department inventory number 6041.

The Clear Creek Bridge is located at Viola and carries highway department inventory number 6508.

The proposed project for Little Clear Creek is to replace the existing four 19' untreated pile trestle spans with a permanent type structure having a roadway width of 26'. It may be desirable to relocate the new bridge to the north of the existing bridge in order to ease the curve at the west end of the bridge. If this is done the required road work through a 20' 0-11 with 4' shoulders would be included in the FAS project. If the bridge is constructed on the same location as the existing bridge, any required road approach work would be performed by Clackamas County. Removal of the existing bridge is to be included in the FAS project. The road can be closed during construction.

The proposed project for the Clear Creek Bridge is to replace the existing 100' steel pony truss and two 15' pile trestle approach spans with a permanent type structure similar to that constructed over Clear Creek at Fishers Mill. The roadway width of the new structure is to be 26'. It may be necessary to flare the northeast corner of the bridge to meet a road making a junction at that point. The FAS project is to include removal of the existing bridge and stockpiling the steel truss for county use. The road may be closed during construction. Clackamas County will construct road approaches as required.

The amounts shown for these projects represent preliminary estimates furnished by Mr. Ricketts, Assistant Bridge Engineer, and may be adjusted when more detailed information is available.

4/17/58
(58-c)

Com. app. [illegible]

NOTED
V. R. JONES

NOTED
Harold C. Ayers

April 10, 1958

Clackamas County Court
Courthouse
Oregon City, Oregon

NOTED
John F. Hagemann

NOTED
JOHN D. GRAHAM

Gentlemen:

Reference is made to your letter of April 1 requesting programming of the construction of three bridges with FAS funds available to Clackamas County.

Preliminary estimates for these bridges are as follows:

FAS 122 - Shipley (Tualatin River Bridge). Estimated cost = $50,000.

This estimate includes structural work as requested and placing of road approach fill as required in the event the total length of the approach spans are shortened. The estimate does not include base and wearing surface for required road approaches as the quantities involved would be too small for economical contracting. It is assumed the County would construct the base and wearing surface.

FAS 810 - Little Clear Creek Bridge. Estimated cost = $30,000.

This estimate includes $5,000 for road approaches on the assumption the new bridge location may be shifted to the north in order to improve the curve off of the west end of the bridge. The desirability of this relocation cannot be determined until a survey has been made.

✓ FAS 810 - Clear Creek (Viola) Bridge. Estimated cost = $40,000.

This estimate is for the structure only. Any road approach work would be minor and it is assumed the County would perform this road work as required.

The above estimates are preliminary only. In all cases removal of the existing bridge is included in the estimate.

To aid you in budgeting for the ensuing year, it is estimated that the following FAS funds will be available during the budget year beginning July 1, 1958, and ending June 30, 1959.

NOTED
C. G. SWENSON

	Total Funds	County Share
Unused balance of fiscal year 1959 funds (Does not include $90,000 estimated for right-of-way project.)................	$240,000	$48,000
Estimated fiscal year 1960 FAS funds....	250,000	50,000
TOTAL........	$490,000	$98,000

The cost of the foregoing bridges would come out of the above funds.

It should be emphasized that the above estimate of funds for fiscal year 1960 is based on the assumption that the President will sign the Federal-aid act recently passed by Congress. The amount shown is an estimate only and the total funds may vary two or three thousand either way when official figures become available.

In addition to the above the bill passed by Congress provides for some emergency type funds which would have to be placed under contract prior to December 1 of this year. Details covering these emergency funds are not available at this time; however, there is a possibility that somewhere in the neighborhood of $90,000 of these funds may become available to Clackamas County. As these funds would carry a higher Federal matching ratio than regular Federal-aid funds, Clackamas County's share of the $90,000 is estimated to be only $4,000 to $5,000. If these so-called emergency funds become available we could apply them to the bridge projects instead of regular FAS funds.

Due to the unofficial status of the above funds, it would be appreciated if you would not release them to the newspapers at this time. We will keep you advised of further developments.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. Engr., County and City Relations

JFH:mm

NOTED
C. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
April 7, 1958

Proposed County FAS Bridge Projects
Clackamas County
FAS 122 and 810 — File

Mr. E. G. Ricketts
OFFICE

As per our telephone conversation April 4, Clackamas County has proposed the reconstruction of three bridges with available FAS funds. The three bridges are:

FAS 122
Shipley (Tualatin River) Bridge No. 2567. It is proposed to replace the existing pile trestle approach spans and also to replace the handrail on the 160' steel deck truss which is to remain in place. The FAS project would include removal of the spans to be replaced and stockpiling the wooden stringers for future county use. The county will close the road during construction. The roadway width of the new spans would be 26'.

FAS 810
Little Clear Creek Bridge No. 6041. It is proposed to replace the existing four 19' pile trestle spans with a new structure having a roadway width of 26'. The FAS project would include removal of existing bridge. County will close road during construction.

✓ Clear Creek (Viola) Bridge No. 6508. It is proposed to replace the existing bridge (two 15' P.T. spans, one 100' steel pony truss) with a new structure having a 26' roadway. FAS project would include removal of the existing bridge and stockpiling the steel truss for county use. The road will be closed by the county during construction.

It would be appreciated if you could furnish me with an estimate of cost for the three bridges named above and also advise of the length of structure each estimate is based on so that we could add sufficient funds to the bridge estimate to cover required road approach work. Anything you can do to expedite the preparation of this estimate would be appreciated.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:mm

NOTED
C. G. SWENSON

COUNTY OF CLACKAMAS

C. L. LATOURETTE, Judge
DARRELL JONES, Commissioner
S. C. ELY, Commissioner

COUNTY COURT

OREGON CITY 2641
OLIVE 4-6591

COUNTY COURT HOUSE OREGON CITY, OREGON

April 1, 1958

State Highway Commission
City and County Relations
Salem, Oregon

Attention: John F. Hagemann

Dear Sir:

In keeping with our telephone conversation of March 31st we herewith submit three bridges and declare our intention of applying for reconstruction under Federal Aid program.

-21' & -22' [illegible] spans
60' steel deck truss, 2-21', 19' P.T. spans
76' H.C.

[illegible]

On Bridge No. C2567 on Market Road No. 12, Section 21, T. 2 S., R. 1 E., we propose reconstruction of bridge approaches with new guard rail continuing through the existing steel span. On this bridge the County would reserve the wooden bridge stringers only. If no major changes or alterations are proposed by your engineers for the approaches, the County would take care of this portion of the work. FAS 122

4-19' P.T.
spans 2 [illegible]

Little Clear Cr.

Bridge No. A6041 on Market Road No. 20, Section 15, T. 3 S., R. 3 E., reconstruction with no reservations for material and approaches to be taken care of by the contractor.

-15' P.T.
-100' steel
[illegible] truss
148' H.C.

Clear Cr.

Bridge No. C6508 on Market Road No. 20, Section 23, T. 3 S., R. 3 E., reconstruction of bridge with the County reserving the steel truss only. Approaches to be taken care of by the contractor.

FAS 910

The contractor will take care of removal of all old structures and the County will agree that traffic shall be detoured and the roads closed during the period of construction. County will place all detour signs and the contractor maintain all barricades and lights during construction.

Note:
26' Rd'way

RECEIVED
[illegible] 1958
ENGINEER
COUNTY & CITY RELATIONS

We would appreciate an early estimate as to what we can expect the County's share to be so that we may consider it at budget time.

Sincerely,

CLACKAMAS COUNTY COURT

County Judge

Commissioner

Commissioner

SCE/ls
Enc.

RECEIVED
APR 3 1958
OREGON
STATE HIGHWAY COMMISSION

DS-405(1)   Bear Cr. Br. Sec.   1958

#5341

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

DATE [illegible]	BILLING REQ. NO. [illegible]	YOUR ORDER NO.	INVOICE NUMBER 63615
			CREDIT DISTRIBUTION [illegible]

[illegible]

[illegible]

[illegible]

NOTED
V R JONES

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]		[illegible]	
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			[illegible]

NOTED
C. G. SWENSON

NOTED
JOHN D. GRAHAM

RECEIVED
JAN 26 1960
[illegible]
COUNTY [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150X (REVISED 12-59)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

January 14, 1960

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
JOHN D. GRAHAM

NOTED
John F. Hagemann

Gentlemen:

Final costs are now available for the Bear Creek Bridge section of FAS 755. As shown on the attached cost statement, a balance of $599.46 is due the state from the county in connection with this project.

As we have on hand refunds totaling $3,075.38 which were due the county for other projects, no additional payment by the county will be required. The amount due will be taken out of the retained funds.

At this time, the status of refunds due the county is as follows:

Refund -	Netell, Stavebolt, and Big Creek Bridges, FAS 608 and 756.	$2,309.67
Refund -	Blind Slough Bridge, FAS 757.	765.71
	Total Refunds-------------------	$3,075.38
Less -	Balance due for Bear Creek Bridge, FAS 755.	599.46
	NET REFUND DUE COUNTY___________	$2,475.92

As per your previous request, we will retain this net refund of $2,475.92 and apply it against the deposit which will be required in connection with the Svensen Island Bridge upon which bids will be received January 21.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

OREGON STATE HIGHWAY DEPARTMENT

Completed 8/11/59
ITEMIZED STATEMENT OF FINAL COSTS

County Clatsop   Contract No. 5341   Date 1/4/60

FAS 755   Section Bear Creek Bridge Section

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				$26,846.57
Construction engineering				2,642.34
TOTAL CONSTRUCTION COSTS.				$29,488.91

FEDERAL FUNDS COLLECTED FOR PROJECT

"DS" Funds	$21,000	
"LS" Funds	4,400	
TOTAL		$25,400.00

AGREED COUNTY SHARE OF TOTAL COSTS
50% of difference between total cost and federal funds

($29,488.91 - $25,400) X 1/2 = $2,044.46

County Share of Costs	$2,044.46
Less County Advance Deposit	1,445.00
BALANCE DUE STATE..........	$ 599.46

JFH:mm

T

Item	Unit	Unit Prices	Total Quan.	Total Amount
1. General excav., unclass.	s.y.	2.00	2,207.4	4,414.80
2. Coarse gr. matl. in base	s.y.	5.50	634	3,487.00
3. 3/4"-0 matl. in base	s.y.	3.30	102	366.30
4. Sprinkling	M/gal.	6.00	3	18.00
5. Preparation of base	mile	1200.00	.07	84.00
6. Furnishing and placing aggregates	s.y.	7.00	44	308.00
7. 200-300 asphalt	ton	65.00	4.85	315.25
8. Remove old bridge and maintain traffic	all	1500.00	all	1,500.00
9. Structural excav.	s.y.	6.00	90.17	541.02
10. Class "A" concrete	s.y.	69.00	148	10,212.00
11. Metal reinforcement	lb.	.135	40,000	5,400.00
			Total	26,646.37

Bear Creek Bridge

NOTED
V. R. JONES

NOTED
C. G. Swenson

October 8, 1959

NOTED
Harold C. Ayers

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
John F. Hagemann

Gentlemen:

This is to advise you that work on Contract No. 5341, Bear Creek Bridge Section of FAS 755, was completed August 11, 1959.

Under the terms of the agreement signed by the County on September 16, 1958, and by the State on October 23, 1958, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

RECEIVED
1959
FOR FILING

[illegible]

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 6, 1959

~~(CONTRACT NO.)~~	(EST. NO.)	(CONTRACTOR)	
5341	7 Final	Palmberg Paving Co., Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24370	60067	$ 4,328.87	10-1-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **150 workdays from November 3, 1958**

Time Extensions: **None of record**

Completion Date: **August 11, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 6, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT - 8 1959

NOTED ON CARD

RECEIVED
SEP 29 1959
FOR FILING
HS-4[illegible](1)
534

A

September 28, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5341 for Bear Creek Bridge construction and grading on the Bear Creek Road in Clatsop County was completed by the contractor, Palmberg Paving Co. Inc., on August 11, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $4,328.87 will be released to the contractor on or after October 8, 1959. The total contract amount is $26,846.57, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

[illegible]
5341

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 21, 1959

Section Bear Creek Bridge

Highway Bear Creek Road County Clatsop

Contractor Palmberg Paving Co.

Date of contract ...., 19....

Date work started ...., 19....

Project authorization $ 28,917.00

Exclusive of engineering $........

Kind of work Structure, Grading & Oiling

Section prefix 504-1084

Contract number 5431

Specified work days ....

Work days used ....

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering SEE RESIDENT BRIDGE ENGINEER'S REPORT $........

Estimated per cent overrun or underrun ....%

Per cent of contract completed, based on estimated cost ....%

Engineering authorization $........

Engineering cost to date $........, ...%

Date project was completed ...., 19....

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100	100	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi Final Estimate completed and will be turned over to the Resident Bridge Engineer on Monday August 24.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
AUG 24 1959
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ COE

NOTED
JOHN R. OAKES

NOTED
FORREST COOPER

NOTED
C. E. PAULSEN

Signed E G Hall Res. Engr.

Address Box 543 Astoria

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.086	0.086		0.086	
Miles partially completed					
Miles completed	0.086	0.086		0.086	
Total estimated quantities (contract)	1,400 C.Y.	800 C.Y.		8 T	
Total quantities corrected to date	2,200 C.Y.	737 C.Y.		4.845T	
Estimated quantities moved or placed to date	2,200 C.Y.	737 C.Y.		4.85 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Showers		
Tuesday	Clear		
Wednesday	Overcast		
Thursday	Clear		
Friday	Overcast		
Saturday			

RECEIVED
DEC 8 1958
FOR FILING

08-405(1)

5341

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Dec. 8, 1958

Palmberg Paving Co., Inc.
3391 Irving Ave.
Astoria, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5341, awarded Oct. 23, 1958, for Bear Creek Bridge construction and grading on Bear Creek Road in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-405(1)

BEAR CREEK BRIDGE SECTION OF THE BEAR CREEK ROAD

IN CLATSOP COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 12, 1958

Type Code 5231
Roadway (Sta. 88+85 to Sta. 93+40)(Contract No. 5341)

General Excavation, Unclassified	1,400	cu. yds.	$ 2.00	$ 2,800.00
Coarse Crushed Material in Base	700	cu. yds.	5.50	3,850.00
3/4" - 0 Material in Base	100	cu. yds.	5.50	550.00
Sprinkling	20	M-gals.	6.00	120.00
Preparation of Base	0.07	mile	1,200.00	84.00
Furnishing and Placing Aggregates	44	cu. yds.	7.00	308.00
200-300 Asphalt	8	tons	65.00	520.00
		Subtotal		$ 8,232.00
		10% Engr. & Cont.		823.00
		Total		$ 9,055.20

Type Code 2021
Bear Creek Bridge (Sta. 90+00 to Sta. 90+84)(Contract No. 5341)

Remove Old Bridge and Maintain Traffic	All	Required		$ 1,500.00
Structural Excavation	60	cu. yds.	$ 6.00	360.00
Class "A" Concrete	148	cu. yds.	69.00	10,212.00
Metal Reinforcement	40,000	lbs.	.135	5,400.00
		Subtotal		$ 17,472.00
		10% Engr. & Cont.		1,747.20
		Total		$ 19,219.20

Length of Roadway.	0.070 mile
Length of Structure.	0.016 mile
Total Length...	0.086 mile
Cost of Roadway per mile	$129,360.00

SUMMARY OF FUNDS

Description	Total Cost	Federal "DS" Funds	Federal "LS" Funds	State Funds	Funds County
Road	$ 9,055.20	$ 6,700;00	$ 1,400.00	$ 477.60	$ 477.60
Structure	19,219.20	14,300.00	3,000.00	959.60	959.60
	$28,274.40	$21,000.00	$ 4,400.00	$ 1,437.20	$ 1,437.20

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Clatsop County with the Highway Dept.

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Ruth
file

Salem, Oregon
November 6, 1958

Maint. #393
Finance #244

FAS Project Agreements
FAS 755, Clatsop County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling arefour certified copies of a maintenance agreement and one conformed copy of a finance agreement with Clatsop County covering the Bear Creek Bridge on FAS 755 in Clatsop County

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Clatsop County.

Secretary

rn
Attach:

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1958

To: Mr. G. S. Paxson
OFFICE

SUBJECT: FAS Project Agreements
FAS 755, Clatsop County

Attached are three copies of a finance agreement covering the Bear Creek Bridge on FAS 755 in Clatsop County.

Two copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on July 31, 1958.

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

APPROVED
ASST STATE HIGHWAY ENGINEER
Date 10-17-58

AUTHORIZED BY HIGHWAY COMMISSION
DATE July 31, 1958 Minutes, Page 47
Secretary

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November 6, 1958

County Court of Clatsop County
Court House
Astoria, Oregon

Gentlemen:

We are enclosing for the records and files of Clatsop County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Clatsop County covering the Bear Creek Bridge on FAS 755 in Clatsop County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 5, 1958

Clatsop County Court
P. O. Box 179
Astoria, Oregon

Gentlemen:

This is to advise that Contract No. 5341 has been awarded to the Palmberg Paving Company, for constructing the Bear Creek Bridge Section of FAS 755.

A copy of the contract will be forwarded under separate cover.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOT
JOHN D. G

NOTED
C. G SWENSON

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5341

October 24, 1958

Palmberg Paving Company, Inc.
3391 Irving Avenue
Astoria, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5341 for concrete bridge construction and grading and paving on Bear Creek Bridge section of the Bear Creek County Road in Clatsop County.

This award was based on your bid of $25,704.00 which was the low bid submitted to the Commission the 30th of September, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

Clatsop County
ASTORIA, OREGON

GUY BOYINGTON, COUNTY JUDGE
VERNE STRATTON, COMMISSIONER
DONALD G. MALARKEY, COMMISSIONER
MARY HAY, CLERK
PAUL KEARNEY, SHERIFF
THOMAS E. BROWNHILL, DIST. ATTY.

BEN BURNS, TREASURER
ARTHUR F. DANIELSON, SURVEYOR
EMMETT D. TOWLER, SCHOOL SUPT.
RAYMOND O. LUCE, CORONER
EMIL BERG, ASSESSOR

NOTED
V. R. JONES

October 2, 1958

State Highway Department
State Highway Building
Salem, Oregon

ATTN: John F. Hagemann, Assistant County & City Relations Engineer

Gentlemen:

re: Bear Creek Bridge Section of FAS 755.

As per your letter of October 1st, we are enclosing herewith Clatsop County Warrant No. 91817 in the sum of $1,445.00 for advance deposit of 5%.

Very truly yours,

(Mrs.) MARY HAY, County Clerk

Jean Brunner

By Jean Brunner, Deputy

jb

encls.

NOTED
JOHN D. GRAHAM

[illegible] Hagemann
10 3 58

OCT -7 1958

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OREGON
STATE HIGHWAY COMMISSION

NOTED
C. G. SWENSON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 1, 1958

Clatsop County Court
P. O. Box 179
Astoria, Oregon

Gentlemen:

On September 30 a satisfactory bid was received from the Palmberg Paving Company, Inc., for construction of the Bear Creek Bridge Section of FAS 755. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid Items	$25,704.00
12-1/2% Engineering & Contingencies	3,213.00
Estimated Total Cost..............	$28,917.00
County Advance Deposit of 5%.......	$ 1,445.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Receipt of the deposit and a letter certifying that all required right-of-way or right of entry has been obtained prior to October 20 will permit award of a contract at the regular Highway Commission meeting on October 23.

As the estimated total cost based on the low bid received is within the $29,000 total of DS funds available to Clatsop County no exchange of funds with other counties will be necessary.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

Recd. 10/3/58
Cont #5341

JFH:mm

AGREEMENT

The County of Clatsop, State of Oregon, hereinafter referred to as County, and the Oregon State Highway Commission, hereinafter referred to as the Highway Department, hereby agree as follows:

1. That the Highway Department will submit a project for the improvement of 0.086 miles of FAS Highway 755 from highway engineer's survey station 88+85 north of Bear Creek southerly over Bear Creek

to highway engineer's survey station 93+40

known as the Bear Creek Bridge Section, and to be designated as Oregon Project S3-405(1), and will recommend its approval by the Secretary of Commerce for construction with funds apportioned to the State under the Federal Aid Road Act and Acts amendatory thereof and supplementary thereto; subject, however, to the condition that the County shall provide for its proper maintenance after completion of its improvement.

2. That the said County hereby requests the Highway Department to submit the aforementioned project with recommendation that it be approved by the Secretary of Commerce, and agrees that if such project is approved and constructed by the Highway Department and the Department of Commerce, Bureau of Public Roads, it thereafter, at its own cost and expense, will maintain the project in a manner satisfactory to them, or their authorized representatives, and will make ample provision each year for such maintenance.

3. That the said County hereby agrees to bear the cost, if any, of maintaining such of its streets or roads as may be used as detours during the performance of the work on the aforementioned project.

4. That the said County hereby agrees to assume jurisdiction and control of the section or sections of county road or roads eliminated from the route to be constructed and shall maintain or vacate them as the said County may determine.

5. That the said County hereby agrees to establish as a county road, pursuant to the provisions of the laws of the State of Oregon, the relocated section or sections of the proposed road.

6. That the said County hereby agrees that:

   a. All signs and traffic control devices and other protective structures erected on or in connection with this project shall be in conformity with such manual of uniform traffic-control devices as may be adopted by the American Association of Highway Officials, approved by the Highway Department, and concurred in by the Department of Commerce, Bureau of Public Roads.

b. No signs (other than those specified in paragraph 'a' above), posters, billboards, roadside stands, or other private installations shall be permitted within the right of way limits of this project.

IN WITNESS WHEREOF, the parties hereunto affixed their signatures, the County on the 16th day of September, 1958, and the Highway Department on the 23rd day of October, 1958.

COUNTY OF CLATSOP

By Guy Boyington
County Judge

By
County Commissioner

By
County Commissioner

Attest:
Mary Hay
County Clerk

Approved:
Assistant State Highway Engineer

Attest:
/s/ H. B. Glaisyer
Secretary

OREGON STATE HIGHWAY COMMISSION

/s/ By M. V. McIver
As Chairman

/s/ By R. B. Chessman
As Commissioner

/s/ By K. N. Fridley
As Commissioner

I, H. B. Glaisyer, hereby certify that I am the duly appointed, qualified and acting Secretary to the Oregon State Highway Commission; that I have compared the foregoing Agreement with the original [illegible] on file in [illegible] is a true and correct copy of said original and [illegible].

Dated this 23rd day of October, 1958

Secretary

cc-32 (1956)

Oreg Project DS-405(1)
FAS 755

RESOLUTION

WHEREAS, a county road in Clatsop County, State of Oregon, known as the Bear Creek County Road, is routed through the County of Clatsop, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Clatsop County, the section adopted for improvement being more particularly described as follows; to wit:

> From highway engineer's survey station 88+85 southerly over Bear Creek to highway engineer's survey station 93+40.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Clatsop will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Clatsop County, Oregon, that no encroachments will be permitted on the county road known as the Bear Creek County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Clatsop County, Oregon, this 16th day of Sept., 1958.

By:

County Judge Barrington

County Commissioner

County Commissioner

ATTEST:

Mary Hay
County Clerk

cc-12(1956)

OFFICE OF
PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

September 16, 1958

Mr. G. S. Paxson
Assistant State Highway Engineer
~~Oregon State~~ Highway Commission
Salem, Oregon

Dear Mr. Paxson:

In reply to your letter of August 29th, we are enclosing two (2) prints of the corrected drawing P-186 for the proposed bridge across Bear Creek on the 8th Street Extension.

We have indicated the curve data on the corrected drawings along with the skew angles of this stream.

The tie between the center line of the proposed 8th Street Extension and the Freeway was made to the semi-tangent from a hub that was found in that area.

As this proposed street extension will be for two lanes of traffic, one-way east bound with "No Parking Permitted", we feel that a 26 foot roadway will be adequate . A five foot sidewalk on either side with hand rails as suggested in your letter should be satisfactory.

We have changed the indicated locations of the end of the bridge for a 56'-70'-56' three span structure but these locations are tentative, with the final location to be determined in the bridge design. We have also indicated the location of a 24 inch storm sewer with the invert elevations. There should probably be some provisions made for extending this culvert through the end pier.

We have discussed the matter of clearance between the December 1955 high water and the beam with the Jackson County Water Master. According to his records, the 1955 flow was 9,500 C.F.S. compared with the 1927 high water of approximately 10,200 C.F.S. This would indicate that we would still have approximately 4 feet of clearance between the 50 year cycle flood and the proposed structure. The 1927 water was considerably higher in this area, but because of the creek channel being choked and the creek bed at a much higher elevation than

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it is at the present time, the water did flow through a portion of the city east of Bear Creek. Since that time however, the creek channel has been deepened several feet and widened in many places. It would appear that there is adequate clearance for the proposed grade line.

We would like to have this bridge project ready for Award by at least January 1st or on such a date that would provide for completion of work by May 1, 1959 in order that the approaches may be completed and the project in use by early summer. The right-of-way acquisition for the building on Riverside provides for the tenant to continue use of the building until May 1959 after which a portion of the building will be torn down. The small shed on the creek bank can be removed at the beginning of construction and access to the bridge site along the 20 foot strip on the north side of the building. The major portion of the work for this structure should be performed from the east side of the bridge site as there will not be room to store materials for equipment on the west side of the bridge site.

Mr. Phil Oakley went over this site with me about two weeks ago and is familiar with some of the details. I understand that Mr. Oakley is being transferred to the Salem office. If satisfactory to you, we will wait to make foundation tests until one of your field forces are in this vicinity to show us just what would be required.

The Water Department has indicated that they would like provisions made for hanging a 12" Class 150 Cast Iron Pipe on the north side of the bridge. It might be advisable to also provide for an 8" ID utility line on the south side of the structure.

Very truly yours,

ROBERT A. [illegible]
City Manager

By:
Vernon Thorpe
Public Works Director

VT:st
Enclosures (2)

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FOR FILING

August 29, 1958

Mr. Vernon Thorpe
Public Works Director
City of Medford
City Hall
Medford, Oregon

Dear Mr. Thorpe:

I have your letter of August 26 and the maps for the 8th Street bridge over Bear Creek. We will prepare the design for the structure subject to reimbursement from the county for our actual cost of the work.

The maps which you sent me are not sufficient to make a design or to even tentatively lay out the structure. We should have curve data on at least a portion of the line passing over the stream and over the route of the freeway, with skew angles of the stream and of the intersection of the center lines of the 8th Street extension and the freeway. There should be a tie between these two lines.

You do not indicate the roadway and sidewalk widths desired although by scale I believe you are thinking in terms of a 26-foot roadway and a 5-foot sidewalk on each side. We have no foundation data and should have at least three borings or test pits in the stream bed showing the elevation of solid and adequate foundation material.

It appears that this structure could be a three-span continuous viaduct, something in the neighborhood of 56'-70'-56'. Such a viaduct would require 42 inches of depth for the beam and slab and, from the high point shown, would clear the water surface about 4 feet. One question that naturally arises is whether the high water of December 1955 is the maximum that should be anticipated. The next time any of our field forces are in Medford I will have them call on you and talk this over, but in the meantime we will at least need the information listed above. I would also like some idea as to when you would expect to put this under contract as we are very busy with the expanded highway program and would prefer to let this take its regular place in the design schedule.

Very truly yours,
W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams Mr. Ivan D. Merchant

OFFICE OF
PUBLIC WORKS DEPARTMENT

CITY OF MEDFORD
MEDFORD, OREGON

August 26, 1958

REFERRED TO
Paxson
State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

We are enclosing two (2) prints of the proposed 8th Street extension East of Riverside Avenue. Extension of this street across Bear Creek will relieve the Riverside traffic problem to a considerable extent and we believe will be of mutual advantage to both the State Highway Department and the City of Medford to construct this additional crossing on Bear Creek.

These prints are on a 1" = 20 foot scale indicating the existing contours and the proposed contours for the fill between the end of the proposed bridge and Main Street. Approach roads are shown indicating access to the proposed parking area and the Municipal Swimming Pool on the north side of Main Street. These roads are indicated, in order that the Bridge Department may design the column spacing for the proposed freeway structure. The end of the proposed structure indicated on this print is tentative only and subject to re-location to comply with the design of the structure.

We would appreciate your designing this proposed structure for us and invoicing us for the cost of this design work. We are now in the process of negotiating for the right-of-way through the Frank Humphrey property.

We will be very glad to supply any additional information that might be necessary for the design of this structure.

Respectfully,

ROBERT A. [illegible]
City Manager

By: Vernon Thorpe
Vernon Thorpe
Public Works Director

AUG 28 1958

[illegible] with encls.

VT:sc

Enclosures (2)

NOTED
Harold C. Ayers

NOTED
V. R. JONES

September 12, 1958

Clatsop County Court
Courthouse
Astoria, Oregon

NOTED
John F. Hagemann

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans in connection with the Bear Creek Section of FAS 755 upon which bids will be received September 30.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $34,700; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans is for your information and records. As soon as specifications are available a copy will be forwarded.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than September 29.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

NOTED
Harold C. Ayers

NOTED
W. R. JONES

Section Bear Creek Bridge Highway Bear Creek [illegible] County Clatsop Prefix
Res. Engr. E. J. Hall Length of Project 2 Miles. Sta. to Sta.
Approx 250' of Approaches Date 5-2[illegible]

TYPICAL SECTIONS . No traffic

Note:- This design to provide adequate subgrade width for future surfacing. It is made without benefit of actual soil samples. However, the soil has been identified as a [illegible]. County will provide [illegible]

1¼ - 0 - [illegible]
level [illegible]
R value
(Assumed)
12"

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Allow.	New Work

8-26-58

Determine subgrade width within reasonable limits and proceed with grading design.
Bob Koppe

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.

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COUNTY & [illegible] S

Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by H. L. Barker
Soils Engineer

Recommended by [illegible]
Construction Engineer

Recommended by A. J. Hoeye
Engineer of Materials

Approved by
Deputy State Highway Engr.

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
8/20/58

FAS 755, CLATSOP COUNTY

TERMINI: This section is located at the crossing of Bear Creek approximately 1.3 miles south of FAP Route 1 at Svensen.

PROJECT LENGTH: 0.083 mile.

COSTS	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION:	$29,000	$21,600	$1,500	$1,500(Co)$4,400 (L)

EXISTING FACILITY: 69' pile trestle, 1-8', 2-9', 1-21', 1-9', and 1-8' P.T. spans, H.C. 17'-4", H-13. Bridge in deteriorated condition.

ADJACENT SECTIONS
NORTH END: 20' bituminous wearing surface with 24' roadway.
SOUTH END: 20' " " " " 24' "

PROJECT DATA: The proposed project is to construct a 50' RCDG span with 16' cantilever span ends on spread footings with a 24' horizontal clearance. Grade and drain road approaches on improved alignment to 2 10' lanes. Type 0-11 oil mat with 4' shoulders.

ROW WIDTH:	60' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 755 serves as an outlet for extensive timber land and is also a school and mail bus route.

JDG:mm

NOTED
C. G. SWENSON

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LOCATION PROSPECTUS
BEAR CREEK BRIDGE SECTION
BEAR CREEK ROAD, FAS 755
CLATSOP COUNTY

The following prospectus is submitted regarding the Bear Creek Bridge on Bear Creek Road, FAS 755, in Clatsop County. Bear Creek Bridge is located on Bear Creek Road 1.3 miles south of the town of Svensen.

This will be a location survey to determine the positioning of a new bridge to replace the existing structure over Bear Creek (Highway Department Inventory No. 11153). The proposed structure will be on an improved grade and alignment. The project will include removal of the existing structure, with all treated timbers to be stored on the site for County use.

Soils reconnaissance has not been run, nor is one necessary. There are no special drainage problems. An economic analysis is not necessary.

The present ADT is 150 and the 1975 project ADT is 300. The existing highway is 20 feet wide with a bituminous macadam wearing surface with variable shoulder width of 3 to 4 feet. The proposed structure will have a 24 foot road way.

The North end of the existing bridge will be reduced in width to one way during construction of the new facility. No detours will be necessary. Disposal of the existing structure will be a part of the contract. Clatsop County will provide the road approaches and channel change required.

There are no State Parks in the vicinity of this project.

July 31, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
E. J. Hall
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

NOTED
FORREST COOPER

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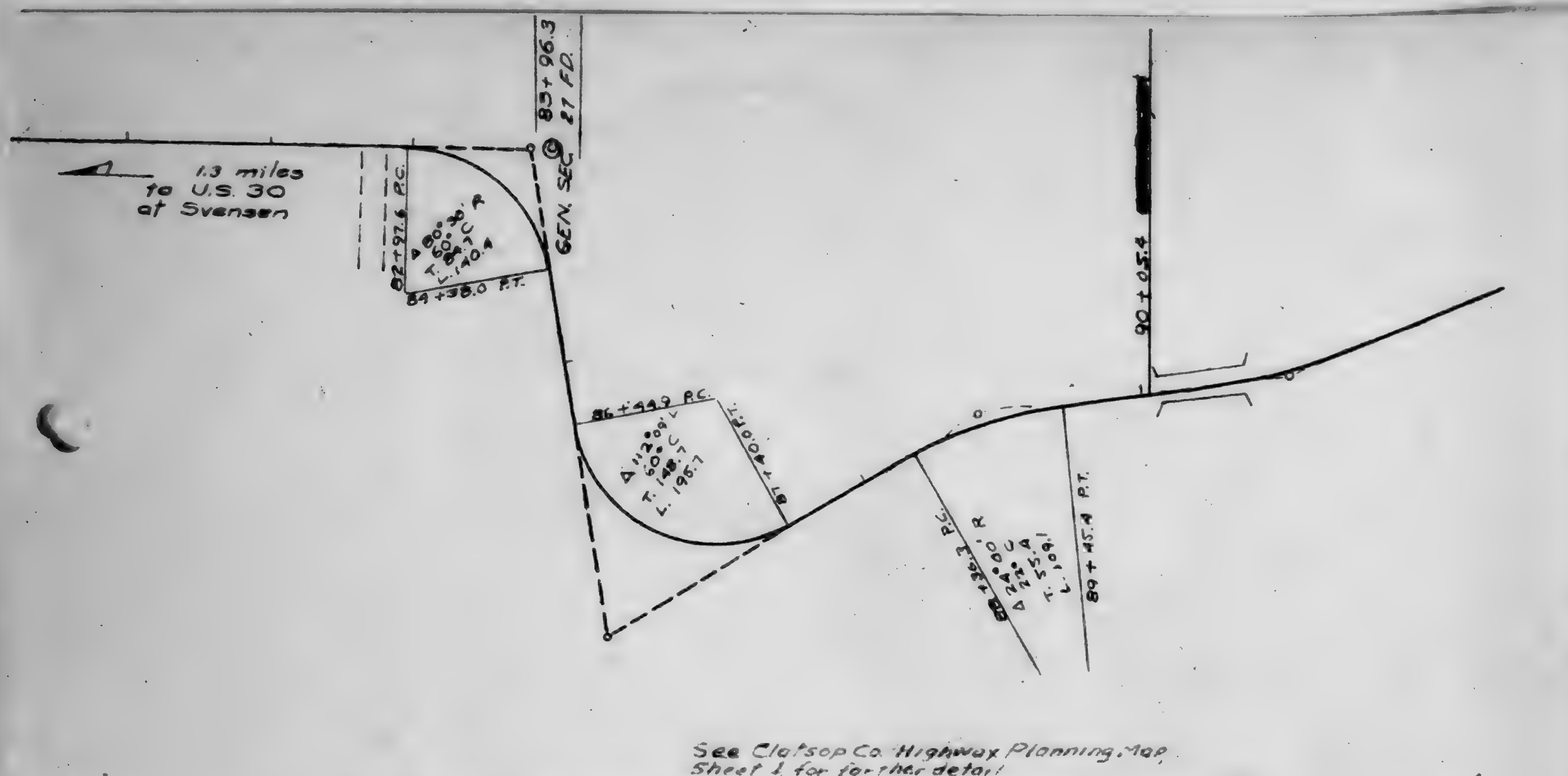
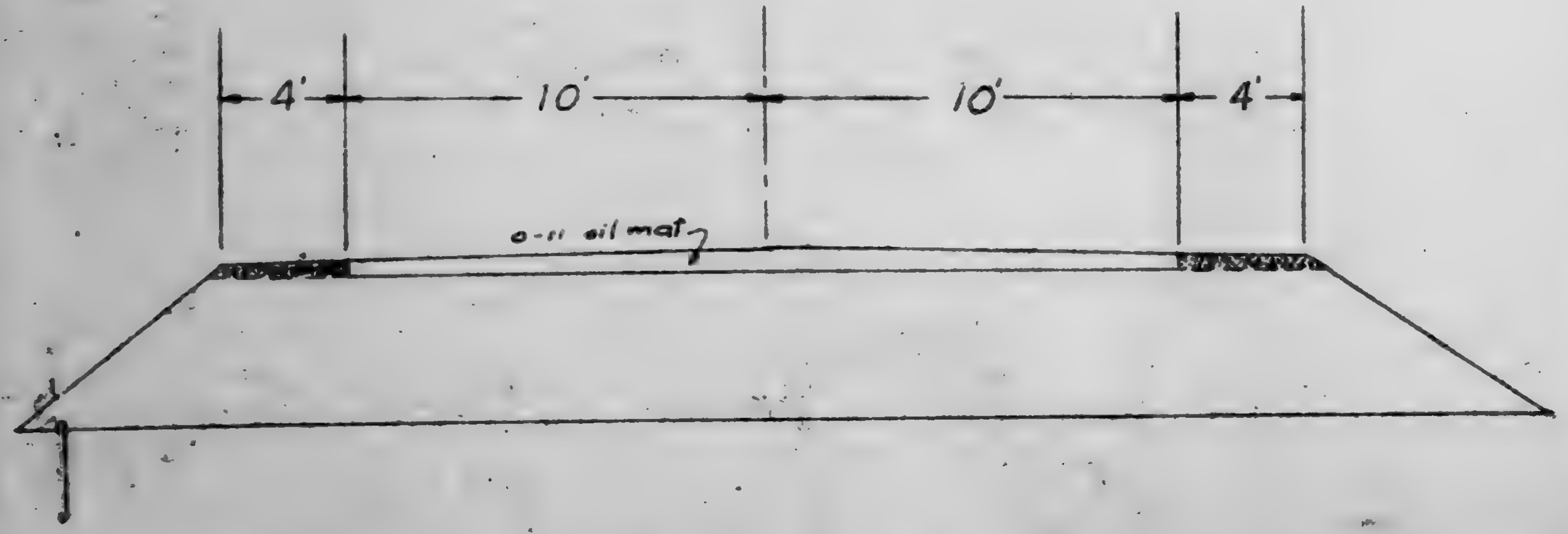
OFFICE OF
STATE HIGHWAY ENGINEER


1.3 miles
to U.S. 30
at Svensen
82+97.6 P.C.
Δ 80°30' R
60° C
T. 80.7
L. 140.4
84+38.0 P.T.
83+96.3
27 FD.
GEN. SEC.
86+44.9 P.C.
Δ 112°09' L
60° C
T. 148.7
L. 195.7
87+40.0 P.T.
88+36.3 P.C.
Δ 24°00' R
22° C
T. 55.4
L. 109.1
89+45.4 P.T.
90+05.4 [redacted]

See Clatsop Co. Highway Planning Map, Sheet 1 for further detail

TYPICAL SECTION


4'
10'
10'
4'
0-11 oil mat

SKETCH MAP
showing
BEAR CREEK ROAD
FAS-755
Clatsop County

Scale 1" = 100' July, 1958

E.J. Hall Res. Engr.

PROPOSED PROJECT (County DS Funds)
CLATSOP COUNTY

FAS 755 - Bear Creek Bridge Section, $29,000. (NOTE: This is a transfer of funds originally approved 5/8/58 for a portion of the cost of the Blind Slough Bridges (2), FAS 757. The Blind Slough Bridges will be constructed entirely with regular FAS funds.) This bridge is located approximately 1.3 miles south of the junction with FAP Route 1 at Svensen. The existing bridge carries highway department inventory number 11153 and consists of a 69 foot long pile trestle bridge in very poor condition.

The proposed project is to construct a new structure having a roadway width of 24 feet and construct road approaches through a 20 foot wide type O-11 oil mat with 4 foot shoulders. The bridge and road approaches will be on an improved grade and alignment. Mr. Shefler, Clatsop County Engineer, has nearly completed the survey and the survey data can be obtained from him. Removal of the existing bridge is to be included in the contract with all treated timbers to be stockpiled for county use. Details for providing a detour should be worked out with Mr. Shefler.

DS/FAS-3(58)
7/10/58

Commission approved 7/31/58.

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5341

Salem, Oregon
July 9, 1958

Mr. Tom Edwards
OFFICE

Transfer Clatsop County DS (Crash) Funds
Bear Creek Bridge Section
FAS 755

Clatsop County has requested that its DS funds of $29,000 be transferred from the Blind Slough Bridges on FAS 757 as originally programmed to the Bear Creek Bridge Section of FAS 755 which will more nearly fit the county's available DS funds. The Blind Slough Bridges will be constructed with regular FAS funds.

The Bear Creek Bridge Section is located approximately 1.3 miles south of Svensen as shown on the attached map. The existing bridge carries highway department inventory number 11153 and consists of a series of pile trestle spans totalling 69 feet in length.

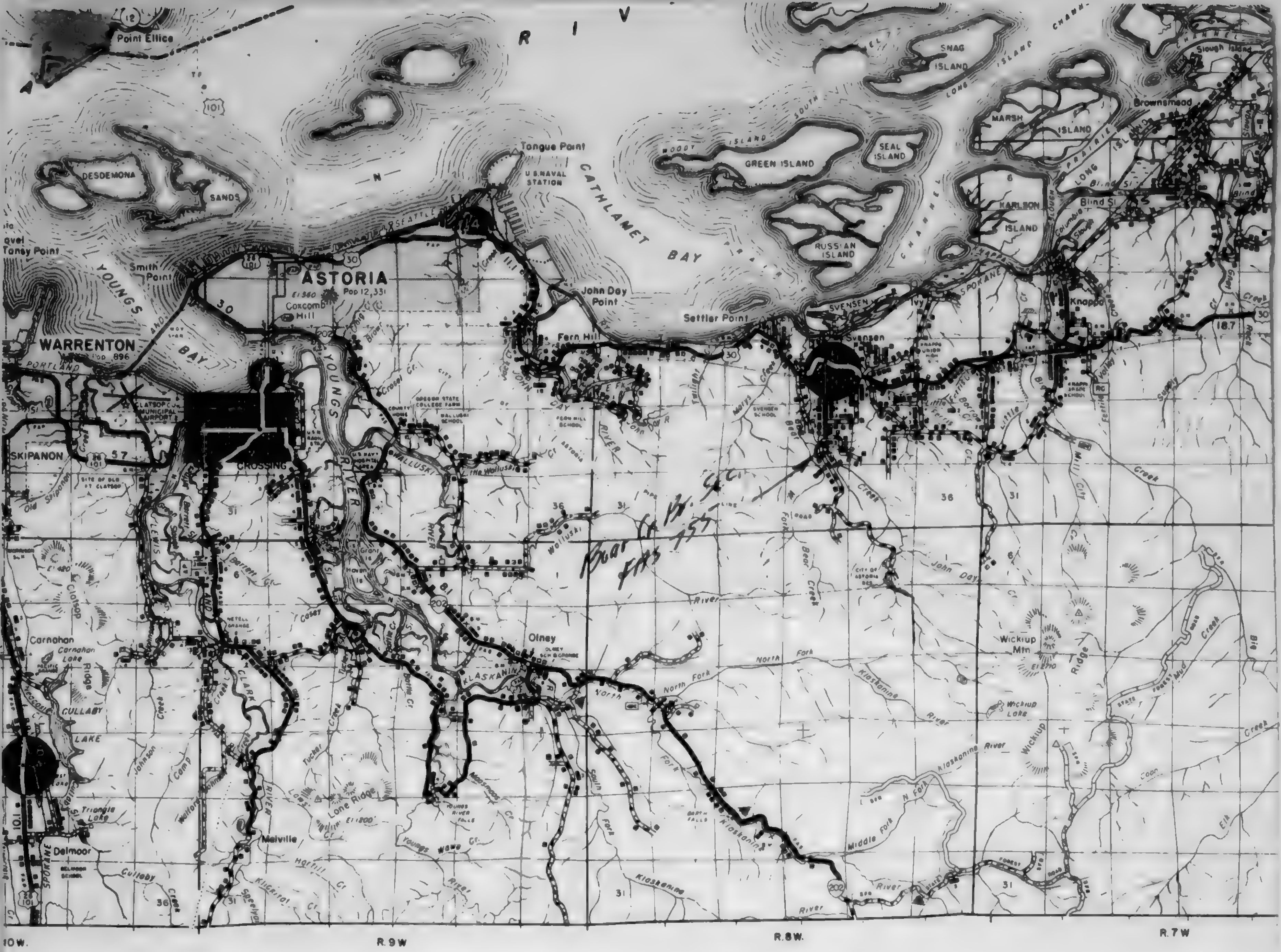
The proposed project is to construct a new structure having a roadway width of 24 feet and road approaches through a 20 foot wide C-11 with 4 foot shoulders. The bridge and road approaches will be on an improved grade and alignment. Removal of the existing bridge is to be included in the contract with all treated timbers to be stockpiled at the site for county use.

Mr. Shetler, Clatsop County Engineer, advises that he has completed a survey for this section, but has not transferred the survey data to maps. He will furnish all available survey data upon request and steps should then be taken as required to complete the field data.

It will be necessary to maintain traffic during construction; however, whether the county or the contractor will provide a detour at the bridge site will be determined when more details are available.

Forrest Cooper
Deputy State Highway Engineer

JFH:be
cc: O. S. Paxson
Ivan Merchant
J. D. Walker
C. G. Swenson


Point Ellice
RIVER
DESDEMONA SANDS
Tongue Point
U.S. NAVAL STATION
CATHLAMET BAY
GREEN ISLAND
SEAL ISLAND
SNAG ISLAND
MARSH ISLAND
RUSSIAN ISLAND
KARLSON ISLAND
LONG ISLAND
Brownsmead
Slough Island
Tansy Point
Smith Point
YOUNGS BAY
WARRENTON
ASTORIA
Pop 12,331
Coxcomb Hill
John Day Point
Settler Point
SVENSEN
Svensen
Knappa
Fern Hill
CROSSING
SKIPANON
CLATSOP MUNICIPAL AIRPORT
WALLUSKI
YOUNGS RIVER
Olney
KLASKANINE
Wickiup Mtn
Wickiup Lake
Wickiup Ridge
John Day
Carnahan
CULLABY LAKE
Triangle Lake
Delmoor
Melville
Lone Ridge
North Fork
Middle Fork
Klaskanine River
Youngs River
Bear Ck Rd. Co. FAS 754
R.10W.
R.9W
R.8W.
R.7W

LEGEND

PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE AND DIVIDED ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE — US ROUTE
DISTANCE BETWEEN POINTS
MINOR STRUCTURE
BRIDGE
BRIDGE, COVERED
FERRY, FR-FREE TF-TOLL
[illegible]
DAM, ROAD ON TOP
DAM WITH LOCKS, ROAD ON TOP

TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER, N-NAVIGABLE
DOCK, PIER, OR LANDING
LAKE, POND, OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIR ROUTE
AIRFIELD, COMMERCIAL OR PUBLIC
LANDING AREA OR AIRSTRIP
AIRFIELD, MILITARY
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON

IN USE — NOT IN USE

WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING — OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN

POWER PLANT
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK
PETROLEUM PRODUCT STORAGE
GAS STORAGE
DISPOSAL, D-DUMP S-SEWAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT
QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE
RC-RIFLE AP-ATHLETIC GC-GOLF
YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION

ROADSIDE CULTURE DATA AS OF 1949
PARTIALLY REVISED TO 1950

SHEET 1 OF 2 MAP SHEETS AND 2 SUPPLEMENTAL SHE
SEE SUPPLEMENTAL SHEET 1A FOR ENLARGED AREA

3° 55' 123° 50' 123° 45' 123° 40' 123° 35'

APPROVED JUNE 9, 1952

FORM E-30 90M 8-57—6593

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1958

SUBJECT: Transfer Clatsop County DS Funds
Bear Creek Bridge Section
FAS 755

To: Mr. Cooper
OFFICE ✓

Clatsop County originally requested that its DS funds ($29,000) be combined with regular FAS funds for construction of two Blind Slough Bridges in FAS 757 and this was approved by the Highway Commission on 5/8/58.

The B. P. R. originally advised that DS and regular FAS funds could be combined in one bridge project, but have since ruled that this cannot be done. As the estimated cost for one of the Blind Slough Bridges is $40,000, Clatsop County would be required to pay $11,000 ($40,000 - $29,000) of 100% County funds if the original project request was followed.

In view of the above the County has requested that the Blind Slough Bridges be constructed entirely with regular FAS funds and that the DS funds be transferred to the Bear Creek Bridge Section of FAS 755 which would more nearly fit the available DS funds. Mr. Shefler, Clatsop County Engineer, has made a survey for the Bear Creek Bridge Section and will furnish his field data to us.

Enclosed is a suggested letter to Mr. Edwards describing the proposed project and requesting that steps be taken as required to obtain Mr. Shefler's survey data and any additional data that may be required.

The transfer of funds will be presented to the Highway Commission for approval at its next meeting.

John F. Hagemann
John F. Hagemann
Asst. Engr. County & City Relations

JFH:be

RECEIVED
JUL 9 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORREST COOPER

6-3317 Sunset Bay St. Park 1958
Extension

#5342

RECEIVED
[illegible] 1959
FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

September 9, 1959

(CONTRACT NO.) 6-3317	(EST. NO.)	(CONTRACTOR)	
5342	8 Final	Kinsey Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
21940	40285	$ 4,405.89	9/4/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 40 workdays from November 3, 1958

Time Extensions: None of record

Completion Date: June 10, 1959

Date Accepted: July 2, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: September 9, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
~~Floyd Query~~
Asst. Secretary

Warrant Mailed:

SEP 10 1959

[illegible] CARD
EC

RECEIVED
AUG 31 1959
FOR FILING

6 3317

5342

August 31, 1959

Anchor Casualty Company
Saint Paul 14, Minnesota

Gentlemen:

State Highway Contract No. 5342, for park extension in Sunset Bay State Park, Coos County, was completed by the contractor, Kimsey Construction Company, on June 10, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $4,405.89 will be released to the contractor on or after September 10, 1959. The total contract amount is $58,925.09 and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Bourland-McElhinny Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

NOTED ON CARD
8/31/59

Form E-1—(Rev.)-

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 20, 1959

Section Sunset Bay State Park

Kind of work Park Extension

Highway County Coos

Section prefix 6-3317

Contractor Kimsey Construction Company

Contract number 5342

Date of contract October 23, 1958

Specified work days 40

Date work started November 6, 1958

Work days used 40

Project authorization $ 69,708.50

Exclusive of engineering $ 64,702.36

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 64,182.38

Estimated per cent ~~overrun~~ or underrun 0.1 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 4957.12

Engineering cost to date $ 3609.02, 73 %

Date project was completed 6-10, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100		100		

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Final Report

Semi-Final estimate made this week and sent to E. H. Ash, Resident Bridge Engineer.

NOTED
[illegible]

CONSTRUCTION DIVISION
RECEIVED
JUN 22 1959
NOTED-- ☐ ☑ ☑ ☑ ☑
CE ACE ACE COE

Noted
M. N. Juve

NOTED
C. E. PAULSEN

Signed M. M. Stump

Address Box 496, North Bend

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.52	0.52			
Miles partially completed	0.52	0.52			
Miles completed	0.52	0.52			
Total estimated quantities (contract)	16,300	1,560			
Total quantities corrected to date	15,214	1,477			
Estimated quantities moved or placed to date	15,214	1,477			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all	week	
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FORM E-123 5M 4-58
NOV 26 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

6-3317

5342

Nov. 25, 1958

Kimsey Construction Co.
Route 1, Box 155
Stayton, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5342, awarded Oct. 23, 1958,
for Sunset Bay State Park Extension in
Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING

6-2217

5242

October 24, 1958

Rex Kimsey Construction Company
Stayton, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5342 for Sunset Bay State Park Extension in Coos County.

This award was based on your bid of $58,764.00 which was the low bid submitted to the Commission the 30th of September, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
C. H. Armstrong

DF-109(8) Bullards Br.-Bandon Sec., 1958
Oregon Coast Hwy.
#5343

O+A 1980 & 1981 6-27-58

RECEIVED
SEP - 2 1960
FOR FILING

DF-109 (1)

5343

September 2, 1960

Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

You are hereby notified that a post-final payment will be made to C. R. O'Neil on Contract No. 5343, for grading and bituminous surfacing on Bullards Bridge-Bandon Section of Oregon Coast Highway in Coos County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $289,581.87, including the post-final payment of $231.60. Of the total, $3,373.75 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Great American Indemnity Co.
Bond Department
320 California Street
San Francisco 4, California

Great American Insurance Co.
Portland Service Office
407 Failing Building
Portland 4, Oregon

RECEIVED
JUL - 6 1960
FOR FILING

(GF 09:8)

5343

Salem, Oregon
July 5, 1960

Mr. I. A. De France
Maintenance Engineer
Office

Reference is made to a letter from J. F. Putnam to you, dated June 23, in regard to the Bullards Bridge-Bandon Section of highway US101.

It is our recommendation that you proceed with the patching of this section of highway and placing an 0-31 seal as soon as you can conveniently arrange to do so.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

FORM E-30X 5CM 2-60 26118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 23, 1960

SUBJECT: Bullards Bridge-Bandon
Surface Inspection

To:
I. A. DeFrance
Maintenance Engineer

In regard to your teletype request that an investigation and report be made of the new surface on the Bullards Bridge-Bandon Section, DMS Baker inspected the surfacing on the 15th of June. A copy of his report, with pictures, is enclosed.

Mr. Baker recommends that an ¼-10 plant mix overlay of approximately ½" thickness at a cost of $8,850.00 be made rather than a seal as he is afaird a seal will cause a fat surface and bleeding will result. This office has also been over the area several times and feel that the surface is dry enough to stand an O-31 seal and recommend that Mr. Baker's section crew patch out the badly ravelled areas and that when the oil crew comes in that an O-31 seal be placed. The estimated cost of this seal is approximately $2,500.00 and consists of 31,000 squard yards to be covered. Approximately two days work by the section crew will be necessary to take care of the patching.

If this meets with your approval, please advise and we will submit a Minor Betterment Work Order to cover the costs.

J F Putnam
J. F. Putnam
Ass't Division Engineer

sc

Enc.

[illegible]

RECEIVED
[illegible] - 4 1960

NOTED
W. C. WILLIAMS

March 28, 1960

FINAL COST ANALYSIS
Grading and Oiling
Contractor: C. R. O'Neil
Resident Engineer: John L. Gunter

Bullards Bridge-Bandon
Contract No. 5343

Oregon Coast Hwy.
Prefix No. 6-1074-201(41)

DF-109(8)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Clearing and Grubbing	100%	All	27,000.00	16,071.87	16,071.87	27,000.00
Drainage Excav., Unclass.	421	Cu. Yd.	2.00	2.48	1,044.34	842.00
Embankment Foundation Excav., Unclass.	2,232.5	Cu. Yd.	0.70	0.59	1,313.25	1,562.75
Special Borrow Excav., Unclass.	42,803.8	Cu. Yd.	0.55	0.48	20,621.06	23,542.09
General Excav., Unclass.	201,333	Cu. Yd.	0.31	0.29	59,819.24	62,413.23
Short Overhaul	351,003.4	Yd. Sta.	0.005	0.0047	1,682.08	1,755.02
Long Overhaul	2,622.5	C-Yd. Sta.	0.30	0.28	754.06	786.75
Finish R. B. & Slopes	1.88	Mile	500.00	479.21	900.93	940.00
Sprinkling Earthwork Mat'l	871.15	M-Gal.	3.00	2.90	2,526.74	2,613.45
Rounding Cutbanks	9,174	Lin. Ft.	0.15	0.14	1,318.90	1,376.10
10" Corr. Metal Pipe	112	Lin. Ft.	3.00	2.73	304.41	336.00
60" Asb. Prot. Corr. Metal Pipe	170	Lin. Ft.	36.75	35.03	5,954.62	6,247.50
18" Concrete Pipe	441	Lin. Ft.	4.25	3.91	1,726.28	1,874.25
48" Concrete Pipe	180	Lin. Ft.	18.00	14.42	2,569.32	3,240.00
42" Concrete Pipe, Ext. Str.	188	Lin. Ft.	17.00	14.66	2,756.20	3,196.00
22" Arch Type Corr. Metal Pipe	96	Lin. Ft.	5.00	4.45	427.06	480.00
6" Perf. Metal Dr. Pipe, Unctd.	678	Lin. Ft.	2.00	1.37	925.41	1,356.00
Special Backfill in Drains	59	Cu. Yd.	9.00	8.62	508.39	531.00
6" Sewer Pipe	200	Lin. Ft.	1.50	1.36	273.75	300.00
60" Asb. Prot. Elliptical Inlets	1	Each	400.00	371.28	371.28	400.00
*Concrete Manholes	2	Each	250.00	180.00	360.00	500.00
*Concrete Inlets, Type G	1	Each	100.00	80.00	80.00	100.00

FINAL COST ANALYSIS - Contract No. 5343
Bullards Bridge-Bandon

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
*Class A Concrete	99.26	Cu. Yd.	68.00	68.00	6,749.68	6,749.68
*Metal Reinforcement	20,598	Lbs	0.14	0.14	2,883.72	2,883.72
**Metal Guard Rail, Galv.	2,964	Lin. Ft.	2.60	2.58	7,617.48	7,706.40
**Metal Sight Posts, Dbl. Refl.	95	Each	5.50	5.50	522.50	522.50
Loose Riprap	452.95	Ton	5.00	5.01	2,271.97	2,264.75
***Asph. Stabilized Base	22,944.81	Ton	2.35	2.73	62,699.24	53,920.30
***200-300 Asph. in Stab. Base	145.6	Ton	38.50	35.36	5,148.42	5,605.60
***Prep. of Asph. Stab. Base	1.88	Mile	250.00	545.51	1,025.57	470.00
***Furnish & Place Aggregate	2,746.75	Ton	6.00	5.96	16,388.43	16,480.50
***200-300 Asphalt	142.825	Ton	47.00	47.97	6,852.16	6,712.78
***RS-2 Asphalt	68.978	Ton	50.00	49.12	3,388.55	3,448.90
PA#1 8" Concrete Pipe	210	Lin. Ft.	2.00	1.94	408.32	420.00
*PA#2 Cement Adj. Favor State	5	Bbl	5.50			-27.50
***PA#3 120-150 Asph. in Stab. Base	861.77	Ton	38.50	38.50	30,472.19	33,178.15
***PA#4 Asph. Concrete Curbs	3,832	Lin. Ft.	1.05	0.75	2,879.81	4,023.60
***PA#5 Ex. for Paving Approaches	9	Each	25.00	Cost in PA#4		225.00
Force Account					2,924.60	3,373.75
					$274,541.83	$289,350.27

* Work done all or in part by Sig Anderson
** Work done all or in part by Vern Hoaglin
*** Work done all or in part by Warren Northwest Co.

FINAL COST ANALYSIS - Contract No. 5343
Bullards Bridge-Bandon

	Gross Revenue	Total Cost	Net Profit	Net Loss	% Profit or Loss
C.R. O'Neil	165,023.29	145,425.33	19,597.96		11.8
Warren Northwest, Inc.	124,326.98	129,116.50		4,789.52	-3.8
	$289,350.27	$274,541.83	$14,808.44		5.1

Net profit equals 5.1% of Gross Revenue

DETAIL OF COST - Contract No. 5343

Labor:					
Labor				$ 37,726.20	
Labor Insurance				2,859.69	
Health and Welfare				1,124.54	
Pension				73.28	$ 41,783.71
Materials:					
10" C.M.P.	112	Lin. Ft.	@ $1.85	207.20	
10" C.M. Bands	4	Each	@ $1.85	7.40	
60" Asb. Prot. C.M.P.	170	Lin. Ft.	@ $23.205	3,945.00	
60" C.M. Bands	7	Each	@ $46.22	323.54	
18" Concrete Pipe	441	Lin. Ft.	@ $2.26	996.66	
48" Concrete Pipe	180	Lin. Ft.	@ $12.00	2,160.00	
42" Concrete Pipe, Ex. Str.	188	Lin. Ft.	@ $11.90	2,237.20	
22" Arch Type C.M.P.	96	Lin. Ft.	@ $3.20	307.20	
22" Arch Type Bands	3	Each	@ $3.20	9.60	
6" Perf. Metal Dr. Pipe, Unctd.	300	Lin. Ft.	@ $0.83	249.00	
6" Perf. Metal Bands	14	Each	@ $1.05	14.70	
8" Perf. Metal Dr. Pipe, Unctd.	378	Lin. Ft.	@ $1.11	419.58	
8" Perf. Metal Bands	19	Each	@ $1.32	25.08	
Special Backfill	59	Cu. Yd.	@ $4.86	286.74	
6" Sewer Pipe	200	Lin. Ft.	@ $0.5025	100.50	
60" Asb. Prot. Elliptical Inlet	1	Each	@ $295.80	295.80	
Riprap Material	452.95	Ton	@ $3.00	1,358.85	
8" Concrete Pipe	210	Lin. Ft.	@ $0.85	178.50	13,122.55
Equipment Rental and Miscellaneous Expenses:					
Equipment Rental, Owned				45,989.83	
Equipment Rental, Hired				5,780.08	
Gas, Oil and Grease				8,667.73	
Bond				1,648.32	
P.L. and P.D. Insurance				471.58	
P.U.C. Fees				10.00	
Freight and Postage				247.60	
Small Tools				171.90	
Home Office and General Overhead				7,175.84	70,162.88
Subcontractors:					
Paid Sig Anderson				10,073.40	
Paid Vern Hoaglin				10,282.79	
Paid Warren Northwest Company				124,326.98	144,683.17
				TOTAL COST	$ 269,752.31

ITEMS OF WORK DONE BY WARREN NORTHWEST INC.

BULLARDS BRIDGE-BANDON - Contract No. 5343

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Asph. Stabilization Base	22,944.81	Ton	2.35	2.73	62,699.24	53,920.30
200-300 Asph. in Stab. Base	145.6	Ton	38.50	35.36	5.148.42	5,605.60
Preparation of Base	1.88	Mile	250.00	545.51	1,025.57	470.00
Furnish & Place Aggregate	2,746.75	Ton	6.00	5.96	16,388.43	16,480.50
200-300 Asphalt	142.825	Ton	47.00	47.97	6,852.16	6,712.80
RS-2 Apphalt	68,978	Ton	50.00	49.12	3,388.55	3,448.90
PA#3 120-150 Asph. in Stab. Base	861.77	Ton	38.50	35.36	30,472.19	33,178.15
PA#4 Asph. Concrete Curbs	3,832	Lin. Ft.	1.05	0.75	2,879.81	4,023.60
PA#5 Ex. for Paving Approaches	9	Each	25.00	Cost in PA#4		225.00
Force Account (Flagging)					262.13	262.13
					$129,116.50	$124,326.98
Work done on State Contract # 5435					15,354.14	17,261.30
Work done for City of Bandon and others					13,391.83	15,146.10
					$157,862.47	$156,734.38

DETAIL OF COST - WARREN NORTHWEST, INC.

Contract Nos. 5343, 5435, City of Bandon and Misc. Work

Labor:					
Labor				$ 33,980.23	
Labor Insurance				3,524.34	
Health and Welfare				736.28	
Pension				79.06	$ 38,319.91
Materials:					
1-1/4"-3/4" Cr. Aggregate	1,021.17	Cu. Yd.	@ $3.70	3,778.33	
3/4"-1/2" Cr. Aggregate	528.99	Cu. Yd.	@ $3.62	1,914.94	
1/2"-1/4" Cr. Aggregate	527.52	Cu. Yd.	@ $3.53	1,862.14	
1/4"-#10 Cr. Aggregate	345.67	Cu. Yd.	@ $3.70	1,278.98	
1-1/2"-0 Cr. Aggregate	686	Cu. Yd.	@ $3.45	2,366.70	
3/4"-0 Cr. Aggregate	354	Cu. Yd.	@ $3.70	1,309.80	
Class "B" Aggregate	1,661.65	Cu. Yd.	@ $3.58	5,948.71	
200-300 Asph., Freight Incl.	151.6	Ton	@ $35.36	5,360.58	
120-150 Asph., Freight Incl.	861.77	Ton	@ $35.36	30,472.19	
85-100 Asph., Freight Incl.	129.69	Ton	@ $37.61	4,877.49	
200-300 Asph., Freight Incl.	142.825	Ton	@ $36.12	5,158.84	
RS-2 Asphalt, Freight Incl.	68.978	Ton	@ $39.90	2,752.22	
Heat Oil	1,900	Bbls.	@ $2.663	5,060.00	72,140.92
Equipment Rentals and Miscellaneous Expenses:					
Equipment Rental, Owned				16,488.72	
Equipment Rental, Hired				10,442.03	
Gas, Oil and Grease				3,704.79	
Bond				1,918.16	
Royalty on Pitrun Aggregate				1,950.81	
Travel Expense				626.85	
Office Supplies				192.56	
Telephone				549.54	
Move In, Freight				5,602.80	
Site Rent				246.45	
Small Tools				25.89	
Home Office and General Overhead				5,653.04	47,401.64
				TOTAL COST	$ 157,862.47

DETAIL OF PAVING COSTS - Contract No. 5343

Item	Quantity	Unit	Total Cost	Unit Cost
Move In and Set Up	25,713.88	Ton	13,048.61	0.508
Feed & Mix Asph. Stab. Base	22,944.81	Ton	28,947.71	1.262
Feed and Mix Class "B"	2,769.07	Ton	3,514.17	1.269
Aggregate in Base Stab.	22,944.81	Ton	1,950.81	0.085
Aggregate in Class "B"	2,769.07	Ton	5,948.71	2.15
85-100 Asph. in Class "B"	2,769.07	Ton	4,877.49	1.76
Haul Asph. Base Stabilization	22,944.81	Ton	8,071.66	0.36
Place Asph. Base Stabilization	22,944.81	Ton	14,282.76	0.62
Haul Cl. B Asph. Conc. Contr. 5343	3,832	Lin. Ft.	119.30	0.03
Place Cl. B Asph. Conc. Contr. 5343	3,832	Lin. Ft.	487.67	0.127
Haul Cl. B Asph. Conc. Contr. 5435	1,013.57	Ton	604.56	0.59
Place Cl. B Asph. Conc. Contr. 5435	1,013.57	Ton	1,097.07	1.08
Haul Cl. B Asph. Conc., City of Bandon	1,185.0	Ton	890.03	0.75
Place Cl. B Asph. Conc., City of Bandon	1,185.0	Ton	1,256.84	1.06

Total plant time on stabilization	219 hours
Total Production	22,944.81 Tons
Average Tons produced per hour	104.77 Tons

Total plant time on Class B Asph. Conc.	23 hours
Total Class B Asph. Concrete produced	2,769.07 Tons
Average production per hour	120.4 Tons

March 28, 1960

Bandon (Elmira Street)
Contract No. 5435

FINAL COST ANALYSIS
Stone Base and Paving
Contractor: Warren Northwest Co. Inc.
Resident Engineer: John L. Gunter

City Street
Prefix 306-1716-201(41)

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
General Excav., Unclass.	600	Cu. Yd.	1.45	2.32	1,396.29	870.00
Coarse Cr. Mat'l in Base	686	Cu. Yd.	5.25	4.95	3,393.83	3,601.50
3/4"-0 Mat'l in Base	354	Cu. Yd.	5.50	6.00	2,124.00	1,947.00
Sprinkling	30.6	M-Gal.	3.50	2.91	89.04	107.10
Class B Asph. Concrete	1,013.57	Ton	10.00	8.25	8,360.96	10,135.70
Ext. for Paving Approaches	20	Each	30.00	Cost in Class "B"		600.00
					$15,354.14	$17,261.30

Gross Revenue	$ 17,261.30
Total Cost	15,354.14
Net Profit	$ 1,907.16

Net Profit equals 11% of the Gross Revenue

Remarks - Contract No. 5343

This was a "Federal Aid Primary Project" located on the Oregon Coast Highway in Coos County. The north end of the project was approximately 0.9 mile north of the northerly city limits of Bandon. The south end of the project was at the intersection of the relocated Oregon Coast Highway with the existing Oregon Coast Highway approximately 0.5 mile northeast of the city center of Bandon. The overall length of the project was 1.88 miles.

The work to be done under this contract consisted of the construction of 1.8 miles of main highway roadbed; the construction of one reinforced concrete box culvert; the construction of 1.88 miles of asphaltic stabilized base and Type 0-11 oil mat wearing surface; and the performance of such additional and incidental work as called for in the plans and specifications.

The project was bid by C.R. O'Neil, contractor, on September 30, 1958 and was awarded to him on October 30, 1958. The contractor began work on the project October 8, 1958, the project was completed October 9, 1959, and the final estimate was dated January 11, 1960.

On October 8, 1958 the contractor moved a D-8 caterpillar tractor with a bulldozer blade and a crew of four laborers to the project and began clearing. The clearing progressed well and was conpleted during the week ending January 31, 1959. The clearing consisted mainly of alder trees and light brush.

On December 3, 1958 the contractor began his grading operation. In this work he used two TS24 Euclid scrapers, a D-8 caterpillar tractor with bulldozer, an HD21 Allis-Chalmers tractor with bulldozer, a 3/4-cubic yard dragline and a #12 motor grader. This work progressed slowly at this time due to inclement weather which caused the ground to be very soft. This work continued until December 19, 1958 at which time, with the exception of the clearing, the contractor shut down the project.

After an unsuccessful start on grading during the week of March 21, 1959, the contractor resumed grading on April 6, 1959. Upon the resumption of work, he added two DW21 scrapers and a TC12 tractor to his grading spread. The progress of the grading fluctuated from very good to bad depending on the weather. The grading, consisting mainly of common material, required no drilling or shooting. The grading was completed on June 12, 1959.

On June 1, 1959 the contractor began hauling the selected subgrade material from the special borrow area adjacent to the highway at station 1134+00. In this work he used a TC12 dozer to push load, twp DW21 scrapers and a #12 motor grader to spread the material. In the finishing of the subgrade he used a 3-leg 10-ton roller, a #12 power grader and a 2500 gallon water wagon. This work was completed during the week ending July 4, 1959.

Remarks Cont'd - Contract No. 5343

On June 22, 1959 the subcontractor, Warren Northwest Co., moved in and began setting up his 5000 lb batching plant in the special borrow area adjacent to the highway at atation 1134+00. He completed the set up on July 22, 1959 and began placing the asphaltic stabilized base on July 24, 1959. In this work he used a D-7 dozer to feed the material to the plant, four hired trucks to haul, a Barber-Greene paver to place, a 3-leg 10-ton roller, a tandem roller and a 9-wheel rubber tired roller to compact and finish the base stabilization. He completed the base stabilization on September 3, 1959.

On September 8, 1959 the contractor began placing the Type 0-11 oil mat on the project. In this work he used a 1500 gallon distributor, six hired trucks, a 3-leg roller and a TD18 tractor with a 2-cubic yard bucket to load the trucks. The placing of the oil mat was completed on September 22, 1959.

During the week ending September 12, 1959, the subcontractor on guard rail, Vern Hoaglin, began installing the rail. In this work he used a truck mounted auger, a flatbed truck, a pickup truck and a crew of four men. This work was completed on September 22, 1959, completing the work on the project except for the installation of the signs which were placed on October 9, 1959.

The subcontractor, Warren Northwest Inc., while set up in this area completed a project, Bandon (Elmira Street) contract 5435 and other work for the city of Bandon and private individuals.

The principal contractor, C.R. O'Neil, having good equipment, supervision, fair bid prices and a good plan of operation made a fair profit.

Although the subcontractor, Warren Northwest Inc., had good equipment and fair bid prices he sustained a small loss due to low production at the mixing plant.

M.N. Juce
Chief Cost Analyst

By

F.W. Sugnet

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5343

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1960

SUBJECT: Bullards Bridge-Bandon Section
Oregon Coast Highway
Contract No. 5343

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

Attention Mr. L. R. Chandler

Returned herewith unapproved is Price Agreement No. 6 on this section. This price agreement was submitted in settlement of a claim in the amount of $327.26 for additional compensation supposedly incurred by the contractor due to the installation of a section of curved guardrail not shown on the construction plans.

I do not object to the additional cost for bending the guardrail. However, I do sincerely question the item of $81.60 for additional labor costs in connection with installing the 300 feet of curved guardrail.

I also find it very difficult to substantiate the freight charge of $95.66. It appears to me unreasonable that the State Highway Department should be expected to reimburse the contractor for all the freight involved on this curved guardrail. Certainly, the contractor's unit bid anticipated a certain amount of freight charges. In this connection, it may be that we are obligated to pay a small portion of the freight charges, which would reflect the difference in a large shipment and a small shipment.

RECEIVED
MAR 17 1960
OFFICE OF
STATE HIGHWAY ENGINEER

Tom Edwards
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Field Construction Engineer

FBK:jw

Encl.

cc Forrest Cooper ✓

NOTED
FORREST COOPER

.RSM

RSB CON 83 3-16-60 8:05AM

CHANDLER :

PA FORGUARD RAIL EXTRAS ON BULLARDS BRIDGE-BANDON SECTION IS A S FOLLOWS

1. ADD COST OF RAIL	$150.00
2. ADD LABOR TO INSAXXINSTALL RAIL	81.60
3. FREIGHT	95.66
	327.26

ITEM 1 AND 3 OK ACCORDING TO YOUR STATEMENT, BUT 2 CERTAINLY CAN'T AGREE WITH ITEM 2. O'NEIL SEEMS TO BE READING HIS BOOK MIGHTY CLOSE LATELYM MAYBE WE SHOULD, TOO. CAN YOU FORTIFY NO.2 ?

REPLY REQUESTED.

KLABOE
JK 4.

:,.

CON RSB 99 3-15-60 845A

KLABOE

RE YOUR TT NO 74 YESTERDAY. IT IS MORE DIFFICULT TO LINE AND LEVEL THE TOP OF A CURVED GUARD FENCE BUT THAT IS NOT THE QUESTION. THE BILLING WHICH YOU HOLD SHOWS I BELIEVE, THAT THE MANUFACTURER CHARGED THE CONTRACTOR EXTRA FOR THE BENDING. FREIGHT CHARGE BECAUSE THE CURVED RAIL HAD TO BE A SPECIAL SHIPMENT. WAS NOT SHIPPED IN WITH OTHER RAIL.

L R CHANDLER
DS :,.

.RSM

RSB CON 74 3-14-60 4:59PM

CHANDLER:

REF IS MADE TO O'NEIL'S CLAIM FOR EXTRA COSTS ON CURVED GUARD RAIL

-1. WHY IS IT MORE DIFFICULT TO ERECT CURVED RAIL THAN STRAIGHT?
-2. WHY THE FREIGHT CHARG?

PLEASE GIVE US MORE DETAIL ON THE "WHY" OF ALL ORDERS SUBMITTED.

REPLY REQUESTED.

KLABOE
JK 4.

FORM E-3CX 50M 7-59 22125

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Mar. 11, 1960

SUBJECT: Bullards Bridge-Bandon
Oregon Coast Hwy.,
Contract 5343, Pre. 6-1074

To: Tom Edwards
Construction Engineer
Salem, Oregon

Herewith Price Agreement No. 6, Bullards Bridge-Bandon Section of the Oregon Coast Highway, Contract No. 5343. The agreement, in the amount of $327.26, is to cover the contractor's claims for additional compensation for extra bending costs on guard rail at the intersection of the Prosper Road and Riverside Drive. This area was not shown on the plans as having guard rail and the sharp curvature required of the rail cost the contractor extra money. Mr. O'Neil has been very slow in justifying and explaining some of his freight cost but has finally done so. The matter has been discussed with the Bureau of Public Roads engineer, Mr. Martin, and had his approval.

Your approval is recommended.

L R Chandler
L. R. Chandler
Asst. Division Engineer

dls
encl.

CONSTRUCTION DIVISION
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January 21, 1960

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5343 for grading-bituminous surfacing the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County was completed by the contractor, C. R. O'Neil, on October 9, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $8,680.51 will be released to the contractor after acceptance by the Commission. The total contract amount is $289,350.27, of which amount $3,373.75 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Great American Insurance Co.,
320 California Street
San Francisco, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

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DEC 17 1959
FOR FILING

EF 139(1)

5343

December 17, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to C. R. O'Neil on contract #5343 for grading-bituminous surfacing on the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $2,843.50,will be released to contractor on or after December 28, 1959. The retained percentage is $8,680.51.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California St.,
San Francisco, California

Cc: Great American Insurance Co.,
Portland Service Office
407 Failing Bldg.,
Portland 4, Oregon

Form E-1—(Rev.)—

9. 109(x)

5342

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending December 5, 1959

Section Bullards Bridge - Bandon

Kind of work Grading & Bituminous Surfacing

Highway Oregon Coast County Coos

Section prefix 6 - 1074

Contractor C. R. O'Neil

Contract number 5343

Date of contract October 23, 1959 58

Specified work days 110

Date work started October 7, 1959 58

Work days used 110

Project authorization $ 325,703.25

Exclusive of engineering $ 302,542.13

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 296,663.09

Estimated per cent xxxxxxx or underrun 1.9 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 23,161.12

Engineering cost to date $ 27,186.79, 117 %

Date project was completed October 9, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	None

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final submitted to Roseburg office for second time Thursday this week.

NOTED

CONSTRUCTION DIVISION
RECEIVED
DEC 7 1959
NOTED--E A B H ___ ___ ___ ___
CE ACE ACE CCE

Noted
M. N. Juve

NOTED

Signed John L. Gunter

Address P. O. Box 374 Coquille, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.88	1.88		1.88	
Miles partially completed					
Miles completed	1.88	1.88		1.88	
Total estimated quantities (contract)-	214,500 cy	24,300 ton		2,940 ton	
Total quantities corrected to date	244,135	22,945		2,746	
Estimated quantities moved or placed to date	*	*		*	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

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October 19, 1959

Great American Insurance Co.,
Wells-Reed Insurance
412 Failing Building
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to C. R. O'Neil a portion of the funds heretofore retained by the Commission on contract #5343 for grading-bituminous surfacing the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County.

This payment, in the amount of $48,813.36, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $8,489.19. The present payment will be released on or after October 29, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Great American Insurance Co.,
320 California St.,
San Francisco 26, California

cc: Great American Insurance Co.,
Portland Service Office
407 Failing Building
Portland 4, Oregon

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OCT 13 1959

FOR FILING
DF-109 (8)

October 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 9, 1959, on Contract No. 5343, Bullards Bridge-Bandon Section, in Coos County, in connection with Federal Aid Project No. DF-109(8).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr

cc: Clarence G. Swenson

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534

September 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering temporary and permanent signing on the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County, Contract No. 5343, in connection with Federal Aid Project No. DF-109(8).

This work is necessary for the direction and guidance of traffic. It does not include the lights, barricades and warning signs required of the contractor for the protection of traffic and workmen. It is necessary, also, to have the signs installed prior to opening this section of highway and to complete the project.

Most of the signing will be permanent. Temporary signs to be in use until the entire section to Davis Slough is open to traffic.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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5-4

September 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to include costs of traffic signs (EWO #2, Sept. 1, 1959), for the Bullards Bridge-Bandon Section, Project No. DF-109(8).

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Oregon State Highway Department

Federal Aid
Project No. DP-109(8)

BULLARDS BRIDGE-BANDON SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate revised to include costs of traffic signs, [illegible] #2, Sept. 1, 1959. Not as a basis for modification of project agreement.)

Salem, Oregon, September 9, 1959

Type Code 5232
Roadway (Sta. 1124+35.29 to 1223+75.71)(Contract No. 5343)

Clearing and Grubbing	All	Required	$	$ 27,000.00
Drainage Excavation, Unclassified	770	cu. yds.	2.00	1,540.00
Embankment Foundation Excavation, Unclassified	3,500	cu. yds.	.70	2,450.00
Special Borrow Excavation, Unclassified	36,100	cu. yds.	.55	19,855.00
General Excavation, Unclassified	178,400	cu. yds.	.31	55,304.00
Short Overhaul	300,000	yd. sta.	.005	1,500.00
Long Overhaul	1,500	C-yd.sta.	.30	450.00
Finishing Roadbed and Slopes	1.88	miles	500.00	940.00
Rounding Cutbanks	7,900	lin. ft.	.15	1,185.00
Sprinkling Earthwork Materials	210	M-gal.	3.00	630.00
10-inch Corrugated Metal Pipe	100	lin. ft.	3.00	300.00
60-inch Asbestos Protected Corrugated Metal Pipe	150	lin. ft.	36.75	5,512.50
12-inch Concrete Pipe	260	lin. ft.	2.50	650.00
18-inch Concrete Pipe	330	lin. ft.	4.25	1,402.50
48-inch Concrete Pipe	180	lin. ft.	18.00	3,240.00
42-inch Concrete Pipe, Extra Strength	180	lin. ft.	17.00	3,060.00
22-inch Arch Type Corrugated Metal Pipe	100	lin. ft.	5.00	500.00
6-inch Perforated Metal Drain Pipe	170	lin. ft.	2.00	340.00
Special Backfill in Drains	26	cu. yds.	9.00	234.00
6-inch Sewer Pipe	220	lin. ft.	1.50	330.00
60-inch Asbestos Protected Elliptical Inlets	1	only	400.00	400.00
Concrete Manholes	1	only	250.00	250.00
Concrete Inlets, Type "C"	1	only	100.00	100.00
Class "A" Concrete	100	cu. yds.	68.00	6,800.00
Metal Reinforcement	18,900	lbs.	.14	2,646.00
Metal Guard Rail, Galvanized	2,500	lin. ft.	2.60	6,500.00
Metal Sight Posts, Double Reflector	100	only	5.50	550.00
Loose Riprap	550	tons	5.00	2,750.00
				$146,419.00

Type Code 5232
Alternate "A" Asphaltic Stabilized Base and Oiling

Asphaltic Stabilized Base	24,300	tons	$2.35	$ 57,105.00
200-300 Asphalt in Stabilized Base	1,200	tons	38.50	46,200.00
Preparation of Base	1.88	miles	250.00	470.00
Furnishing and Placing Aggregates	2,940	tons	6.00	17,640.00
200-300 Asphalt	190	tons	47.00	8,930.00
RS-2 Asphalt	58	tons	50.00	2,900.00
			Total, Alternate "A"	$133,245.00

	Using Alt. "A", Subtotal		$279,664.00
Move Power Poles (City of Bandon)	All Required	$	1,900.00
Adjust 10" Water Main (City of Bandon)	All Required		1,200.00
Seeding and Mulching	All Required		4,000.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Wire Netting on Sand Slopes	All Required		3,500.00
Asphaltic Concrete Curbs for Erosion Control	All Required		3,600.00
Traffic Signs (EWO#2, Sept. 1, 1959)	All Required		3,220.00
	Subtotal		$299,084.00
	Engr. & Cont.		18,556.40
	Total		$317,640.40

Type Code X021
Fahy Avenue Undercrossing (Sta. 1181+19.19)(Contract No. 5253)

Structural Excavation	75	cu. yds.	$10.00	$ 750.00
Furnish Treated Timber Piles	1,620	lin. ft.	1.50	2,430.00
Drive Piles	36	only	46.00	1,656.00
Class "A" Concrete	195	cu. yds.	70.00	13,650.00
Metal Reinforcement	48,000	lbs.	.13	6,240.00
Metal Rail	255	lin. ft.	15.00	3,825.00
8-inch Metal Drain Pipe	160	lin. ft.	3.00	480.00
Concrete Slab Riprap	180	sq. yds.	4.50	810.00
		Subtotal		$ 29,841.00
		10% Engr. & Cont.		2,984.10
		Total		$ 32,825.10

Length of Roadway	1.881 Miles
Length of 1 Structure	0.000 Mile
Total Length	1.881 Miles
Cost of Roadway Per Mile........	$168,867.83

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway*	$317,640.40	$236,800.00	$49,000.00	$31,840.40
Structure	32,825.10	24,200.00	5,000.00	3,625.10
	$350,465.50	$261,000.00	$54,000.00	$35,465.50

* Using Alternate "A"

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

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5343

September 1, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate, revised to include cost of asphaltic concrete curbs for erosion contol, for the Bullards Bridge-Bandon Section, Project No. DF-109(8).

This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:cr

Oregon State Highway Department

Federal Aid
Project No. DF-109(8)

BULLARDS BRIDGE - ARCH SECTION OF THE
OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate revised to include cost of asphaltic concrete curbs for erosion control. Not as a basis for modification of project agreement.)

Salem, Oregon, September 1, 1959

Type Code 5232
Roadway (Sta. 1124+35.29 to 1223+75.71)(Contract 5343)

Clearing and Grubbing	All	Required	$	$ 27,000.00
Drainage Excavation, Unclassified	770	cu. yds.	2.00	1,540.00
Embankment Foundation Excavation, Unclassified	3,500	cu. yds.	.70	2,450.00
Special Borrow Excavation, Unclassified	36,100	cu. yds.	.55	19,855.00
General Excavation, Unclassified	178,400	cu. yds.	.31	55,304.00
Short Overhaul	300,000	yd. sta.	.005	1,500.00
Long Overhaul	1,500	C-yd.sta.	.30	450.00
Finishing Roadbed and Slopes	1.88	miles	500.00	940.00
Rounding Cutbanks	7,900	lin. ft.	.15	1,185.00
Sprinkling Earthwork Materials	210	M-gal.	3.00	630.00
10-inch Corrugated Metal Pipe	100	lin. ft.	3.00	300.00
60-inch Asbestos Protected Corrugated Metal Pipe	150	lin. ft.	36.75	5,512.50
12-inch Concrete Pipe	260	lin. ft.	2.50	650.00
18-inch Concrete Pipe	330	lin. ft.	4.25	1,402.50
48-inch Concrete Pipe	180	lin. ft.	18.00	3,240.00
42-inch Concrete Pipe, Extra Strength	180	lin. ft.	17.00	3,060.00
22-inch Arch Type Corrugated Metal Pipe	100	lin. ft.	5.00	500.00
6-inch Perforated Metal Drain Pipe	170	lin. ft.	2.00	340.00
Special Backfill in Drains	26	cu. yds.	9.00	234.00
6-inch Sewer Pipe	220	lin. ft.	1.50	330.00
60-inch Asbestos Protected Elliptical Inlets	1	only	400.00	400.00
Concrete Manholes	1	only	250.00	250.00
Concrete Inlets, Type "C"	1	only	100.00	100.00
Class "A" Concrete	100	cu. yds.	68.00	6,800.00
Metal Reinforcement	18,900	lbs.	.14	2,646.00
Metal Guard Rail, Galvanized	2,500	lin. ft.	2.60	6,500.00
Metal Sight Posts, Double Reflector	100	only	5.50	550.00
Loose Riprap	550	tons	5.00	2,750.00
				$146,419.00

Type Code 5232
Alternate "A" Asphaltic Stabilized Base and Oiling

Asphaltic Stabilized Base	24,300	tons	$2.35	$ 57,105.00
200-300 Asphalt in Stabilized Base	1,200	tons	38.50	46,200.00
Preparation of Base	1.88	miles	250.00	470.00
Furnishing and Placing Aggregates	2,940	tons	6.00	17,640.00
200-300 Asphalt	190	tons	47.00	8,930.00
RS-2 Asphalt	58	tons	50.00	2,900.00
		Total, Alternate "A"		$133,245.00

	Using Alt. "A", Subtotal		$279,664.00
Move Power Poles (City of Bandon)	All Required	$	1,900.00
Adjust 10" Water Main (City of Bandon)	All Required		1,200.00
Seeding and Mulching	All Required		4,000.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
Wire Netting on Sand Slopes	All Required		3,500.00
Asphaltic Concrete Curbs for erosion Control	All Required		3,600.00
	Subtotal		$295,864.00
	Engr. & Cont.		21,776.40
	Total		$317,640.40

Type Code X021
Fahy Avenue Undercrossing (Sta. 1161+19.19)(Contract No. 5253)

Structural Excavation	75	cu. yds.	$10.00	$ 750.00
Furnish Treated Timber Piles	1,620	lin. ft.	1.50	2,430.00
Drive Piles	36	only	46.00	1,656.00
Class "A" Concrete	195	cu. yds.	70.00	13,650.00
Metal Reinforcement	48,000	lbs.	.13	6,240.00
Metal Rail	255	lin. ft.	15.00	3,825.00
8-inch Metal Drain Pipe	160	lin. ft.	3.00	480.00
Concrete Slab Riprap	180	sq. yds.	4.50	810.00
	Subtotal			$ 29,841.00
	10% Engr. & Cont.			2,984.10
	Total			$ 32,825.10

Length of Roadway	1.881 Miles
Length of 1 Structure	0.000 Mile
Total Length.	1.881 Miles
Cost of Roadway Per Mile.	$168,867.83

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway*	$317,640.40	$236,800.00	$49,000.00	$31,840.40
Structure	32,825.10	24,200.00	5,000.00	3,625.10
	$350,465.50	$261,000.00	$54,000.00	$35,465.50

* Using Alternate "A"

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 13 1959
FOR FILING

NF 190
5343

Contract No. 5343

May 18, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of revise estimate for the Bullards Bridge-Bandon Section, Project No. DF-109(8).

The estimate has been revised to include wire netting on sand slopes. This is not a request for modification of project agreement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

BNC:jb

Oregon State Highway Department

Federal Aid
Project No. DF-109(8)

BULLARDS BRIDGE-BANDON SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate revised to include cost of wire netting on sand slopes. Not as a basis for modification of project agreement.)

Salem, Oregon, May 13, 1959

Type Code 5232
Roadway (Sta. 1124+35.2) to 1223+75.(1) (Contract 5343)

Clearing and Grubbing	All Required		$ 27,000.00
Drainage Excavation, Unclassified	770 cu. yds.	$ 2.00	1,540.00
Embankment Foundation Excavation, Unclassified	3,500 cu. yds.	.70	2,450.00
Special Borrow Excavation, Unclassified	36,100 cu. yds.	.55	19,855.00
General Excavation, Unclassified	178,400 cu. yds.	.31	55,304.00
Short Overhaul	300,000 yd. sta.	.005	1,500.00
Long Overhaul	1,500 C-yd. sta.	.30	450.00
Finishing Roadbed and Slopes	1.88 miles	500.00	940.00
Rounding Cutbanks	7,900 lin. ft.	.15	1,185.00
Sprinkling Earthwork Materials	210 M-gal.	3.00	630.00
10-inch Corrugated Metal Pipe	100 lin. ft.	3.00	300.00
60-inch Asbestos Protected Corrugated Metal Pipe	150 lin. ft.	36.75	5,512.50
12-inch Concrete Pipe	260 lin. ft.	2.50	650.00
18-inch Concrete Pipe	330 lin. ft.	4.25	1,402.50
48-inch Concrete Pipe	180 lin. ft.	18.00	3,240.00
42-inch Concrete Pipe, extra Strength	180 lin. ft.	17.00	3,060.00
22-inch Arch Type Corrugated Metal Pipe	100 lin. ft.	5.00	500.00
6-inch Perforated Metal Drain Pipe	170 lin. ft.	2.00	340.00
Special Backfill in Drains	26 cu. yd.	9.00	234.00
6-inch Sewer Pipe	220 lin. ft.	1.50	330.00
60-inch Asbestos Protected Elliptical Inlets	1 only	400.00	400.00
Concrete Manholes	1 only	250.00	250.00
Concrete Inlets, Type "C"	1 only	100.00	100.00
Class "A" Concrete	100 cu. yds.	68.00	6,800.00
Metal Reinforcement	18,900 lbs.	.14	2,646.00
Metal Guard Rail, Galvanized	2,500 lin. ft.	2.60	6,500.00
Metal Sight Posts, Double Reflector	100 only	5.50	550.00
Loose Riprap	550 tons	5.00	2,750.00
			$146,419.00

Type Code 5232
Alternate "A" Asphaltic Stabilized Base and Oiling

Asphaltic Stabilized Base	24,300 tons	$ 2.35	$ 57,105.00
200-300 Asphalt in Stabilized Base	1,200 tons	38.50	46,200.00
Preparation of Base	1.88 miles	250.00	470.00
Furnishing and Placing Aggregates	2,940 tons	6.00	17,640.00
200-300 Asphalt	190 tons	47.00	8,930.00
MS-2 Asphalt	58 tons	50.00	2,900.00
	Total, Alternate "A"		$133,245.00
	Using Alt. "A", Subtotal		$279,664.00
Move Power Poles (City of Bandon)	All Required		1,900.00
Adjust 10" Water Main (City of Bandon)	All Required		1,200.00
Seeding and Mulching	All Required		4,000.00
Flagging (57% of Contractor's Cost)	All Required		2,000.00
Wire Netting on Sand Slopes	All Required		3,500.00
	Subtotal		$292,264.00
	Engr. & Cont.		25,376.40
	Total		$317,640.40

Type Code X021
[illegible] Avenue Undercrossing (Sta. 1131+19.19) (Contract No. [illegible])

Structural Excavation	75 cu. yds.	$ 10.00	$ 750.00
Furnish Treated Timber Piles	1,620 lin. ft.	1.50	2,430.00
Drive Piles	36 only	46.00	1,656.00
Class "A" Concrete	195 cu. yds.	70.00	13,650.00
Metal Reinforcement	48,000 lbs.	.13	6,240.00
Metal Rail	255 lin. ft.	15.00	3,825.00
8-inch Metal Drain Pipe	160 lin. ft.	3.00	480.00
Concrete Slap Riprap	180 sq. yds.	4.50	810.00
	Subtotal		$ 29,841.00
	10% Engr. & Cont.		2,984.10
	Total		$ 32,825.10

Length of Roadway . . . . 1.881 miles
Length of 1 Structure . . . . . 0.000 mile
Total Length. . . . . 1.881 miles
Cost of Roadway Per Mile. . . $168,867.83

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway*	$317,640.40	$236,800.00	$49,000.00	$31,840.40
Structure	32,825.10	24,200.00	5,000.00	3,625.10
	$350,465.50	$261,000.00	54,000.00	35,465.50

* Using Alternate "A"

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
State Funds for Maint.: Chap. 529, laws, 1939

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MAY 27 1959
FOR FILING

DF 109(8)

When replying, refer to:
08-35.4

5343

408 State Highway Bldg.
Salem, Oregon

May 13, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-109(8), Bullards Bridge-Bandon Section, Oregon Coast Highway, State Contract No. 5343 - Order for State Force Work No. 238, Place Poultry Wire on Seeded and Mulched Slopes. Estimated Total Cost $3,500. Federal Funds $2,100

Dear Sir:

We are approving the use of State Forces as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The work is necessary to prevent displacement, by strong winds and heavy rains, of the mulch placed on cut and fill slopes.

2. The State has trained personnel performing the seeding and mulching work and can accomplish the work contemplated under the order most economically. The proposed work is in addition to that included in the Order for State Force Work covering seeding and mulching approved January 20, 1959.

3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

orig to Porter

A

RECEIVED
MAY 8 - 1959
FOR FILING

DF-109(8)

5343

May 6, 1959

Mr. G. O. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 238 covering erosion control on the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County, Contract No. 5343, in connection with Federal Aid Project No. DF-109(8).

Extreme weather conditions in this area make it necessary to place wire netting over the mulching material on the sand cuts which are subjected to severe wind and water erosion. This work is in addition to that covered by Order for State Force Work approved January 20, 1959.

Your approval of this additional work on the basis of actual costs under the provisions of FPM 21-6.3 is requested.

The total estimated amount of this order is $3,500 with Federal participation of $2,100.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CN:bb

Enc.

RECEIVED
MAY 5 - 1959
FOR FILING

[illegible]

5343

May 4, 1959

Oregon State Highway Commission

Gentlemen:

At the present time construction is in progress on the Bullards Bridge-Bandon Section of the Oregon Coast Highway. At 1 p.m., on April 24, authority was granted for the posting of construction speed zones as follows:

Oregon Coast Highway:

20 miles per hour between the south end of Bullards Bridge (Mile Point [illegible]) and a point 0.6 mile south of the south end of Bullards Bridge (Mile Point [illegible])

35 miles per hour between the Coquille-Bandon Highway (Mile Point [illegible]) and a point west of June Avenue (Mile Point [illegible])

Coquille-Bandon Highway:

35 miles per hour from its junction with the Oregon Coast Highway (Mile Point 17.[illegible]) to a point 0.31 mile east thereof (Mile Point [illegible])

Your concurrence in the above speed zones is requested.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

VPJ:pk WCW:me

cc Mr. F. B. Crandall
Mr. Tom Edwards
Mr. Frank Morgan

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JAN 21 1959
FOR FILE
DF-109(8)

When replying, refer to:
08-35.4

5343

January 20, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-109(8), Bullards Bridge-Bandon Section, Oregon Coast Highway, State Contract No. 5243 - Order for State Force Work No. 224-238, Seeding and Mulching Slopes. Estimated Total Cost $4,000. Federal Funds $2,400.

Dear Sir:

We are approving the use of State Forces as being in the public interest under the provisions of PPM 21-6.3 for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has specialized equipment and trained personnel to perform the work most economically.
3. The amount of work is too small to warrant a separate contract.

Very truly yours,

C. G. Polk
Division Engineer

Orig to Portland

RECEIVED
DEC 29 1958
FOR FILING

SF - 011

5343

December 24, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 244-236 covering seeding and mulching on the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County, Contract No. 5343, in connection with Federal Aid Project No. DF-209(8).

This work is necessary to control erosion on cut and fill slopes. The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews to do the work more economically than by separate contract.

Your approval of this order on the basis of agreed unit prices under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $4,000.00, with Federal participation of $2,400.00.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encl.

FORM E-123-X 37.5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

ROUTED
V. R. JONES

Bandon
Forward # 5343

December 5, 1958

City of Bandon
City Hall
Bandon, Oregon

Water and Power Line
Adjustments
Bullards Bridge-Bandon Section
Oregon Coast Highway # 9
Goos County

ROUTED
John F. Hagemann

Gentlemen:

You are hereby authorized to proceed with the necessary water and power line adjustments on the above named project as of November 28, 1958.

Reimbursement for work done subsequent to November 28, 1958 will be made under the provisions of PPM 30-4, which requires that an estimate and sketch plan be submitted before reimbursement can be made.

Very truly yours,

Tom Edwards
Construction Engineer

ROUTED
JOHN D. [illegible]

By

L. H. Young
Assistant Construction Engineer

BE:fp

cc: F. D. Morgan
John Gunter
C. G. Swenson

ROUTED

RECEIVED
DEC 5 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
DEC 5 1958
ENGINEER
COUNTY [illegible]

RECEIVED
DEC [illegible] 1958
FOR FILING

DF-109 (8)

5343

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG
SALEM OREGON

December 1, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-109(8), Bullards Bridge-Bandon Section of the Oregon Coast Highway - Water and Power Line Adjustments, City of Bandon

Dear Sir:

As requested in your letter of November 26, 1958, you are hereby authorized to proceed with the necessary water and power line adjustments on the above project as of November 28, 1958, in accordance with the provisions of PPM 30-4.

Approval of the agreement, as submitted, must be withheld until submission of the required estimate and sketches by the City is received to complete the agreement.

Very truly yours,

C. G. Polk
Division Engineer

By
A. F. Beeler
Acting Division Engineer

Orig to Probert
copy to Edwards

NOTED
FORREST COOPER

RECEIVED
NOV 28 1958
FOR FILING
DF 109(8)
5343

November 26, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith are three conformed copies of the agreement with the City of Bandon in connection with constructing the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County, Project No. DF-109(8), Contract No. 5343.

It will be necessary to adjust city owned water and power lines on this section. Your approval of the agreement and authorization to proceed with the water and power line adjustments as of this date under the provisions of PPM 30-4 are requested.

Estimates and sketches covering adjustments will be submitted immediately upon receipt.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmr

NOTED
V. R. JONES

NOTED
Harold C. Ayers

(Hiway agree)

November 20, 1958

Mr. John H. Fasnacht
Utilities Manager, City of Bandon
Bandon, Oregon

Subject: Relocation of water main,
Bullards Bridge (Bandon) Section

Dear Mr. Fasnacht:

This is to advise you that your understanding of the points presented in your letter of November 6 is correct.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

NOTED
JOHN D. GRAHAM

HCA:mm

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

Salem, Oregon
November 19, 1958

Bullards Bridge Bandon Section

Mr. Jay Barbee
OFFICE

NOTED
V. R. JONES

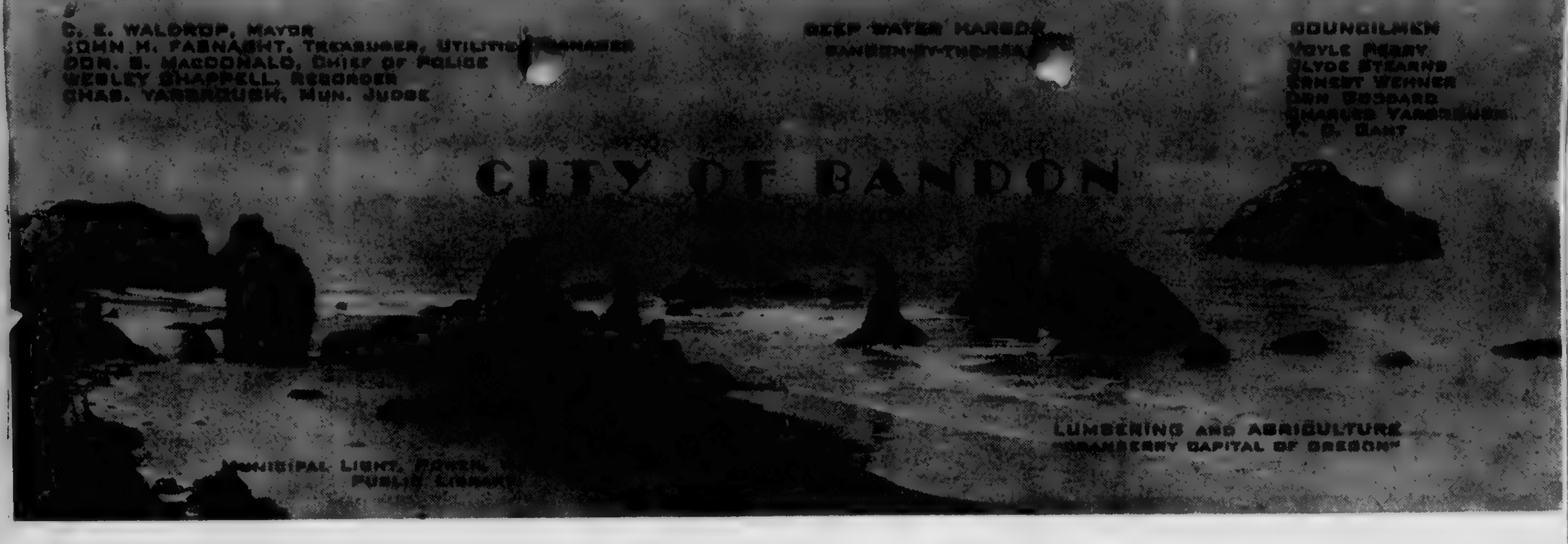
Attached are two copies of a letter from the City of Bandon concerning the adjustment of water mains on subject project. If satisfactory would you kindly advise Mr. L. R. Chandler, Assistant Division Engineer.

C. G. Swenson
Engineer, County & City Relations

CGS:cg

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON



C. E. WALDROP, MAYOR
JOHN H. FASNACHT, TREASURER, UTILITIES MANAGER
DON. E. MACDONALD, CHIEF OF POLICE
WESLEY SHAPPELL, RECORDER
CHAS. YARBROUGH, MUN. JUDGE

DEEP WATER HARBOR
BANDON-BY-THE-SEA

COUNCILMEN
VOYLE PERRY
CLYDE STEARNS
ERNEST WEHNER
DON GODDARD
CHARLES YARBROUGH
T. G. GANT

CITY OF BANDON

MUNICIPAL LIGHT, POWER,
PUBLIC LIBRARY

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"

Nov. 6, 1958.

RECEIVED
1958
ENGINEER
COUNTY & [illegible]TIONS

Mr. C. G. Swenson,
Engineer, County & City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

At its regular meeting of Nov. 5th the Council approved your proposal for sharing the costs of the pipe line relocation and rebuilding between North Avenue and the point where the wood pipe ends East of June Avenue.

Our understanding of the proposal is as follows:

1. The City is to lower that portion of the AC pipe which lies west of a point approximately 29' N of the valve at North Avenue.

2. The City is to purchase the required amount of 10" AC pipe to replace the existing wood pipe, together with the required fire hydrant, valves and Tees and install the same adjacent to and north of the existing wood main.

3. The City is to make the required taps and service changes (5) from the old wood to the new AC pipe.

4. The State is to reimburse the City for the labor costs of all of the above and to pay for the required saddles and corporation cocks (5) and the amount of 4" AC pipe required to locate the fire hydrant at Michigan Avenue beyond the right-of-way.

Two items are not quite clear in my own mind. We are not sure whether the hydrant at North Avenue must be moved but if so the same conditions as the hydrant on Michigan Avenue would apply. The other item is the removal of the wood pipe. Approximately 30' (depending on length of joints) will have to be removed at each end to make the connections. Your Mr. John Gunter has indicated that he might crush some of it in place and/or possibly pump some of it full of sand. Either way with proper precautions as to the AC pipe in an adjoining ditch will be satisfactory to us.

Ans'd [illegible]
[illegible] Nov. 19
[illegible]

Kindly advise if we are incorrect in any of the above or if we have omitted some items.

Very truly yours, John H. Fasnacht

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NOV 20 1958
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M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5343

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 20, 1958

C. R. O'Neil
Rt. 2, Box 95
Creswell, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5343, awarded Oct. 23, 1958,
for grading and bituminous surfacing
on the Bullards Bridge-Bandon Section of
the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
NUV 13 1958
FOR FILING

DF-109(8)

5343

November 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County, Contract No. 5343, in connection with Federal Aid Project No. DF-109(8).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

Oregon State Highway Department

Federal Aid
Project No. DF-109(8)

BULLARDS BRIDGE-BANDON SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 7, 1958

Type Code 5232
Roadway (Sta. 1124+35.29 to 1223+75.71)(Contract 5343)

Clearing and Grubbing	All	Required		$27,000.00
Drainage Excavation, Unclassified	770	cu. yds.	$2.00	1,540.00
Embankment Foundation Excavation, Unclassified	3,500	cu. yds.	.70	2,450.00
Special Borrow Excavation, Unclassified	36,100	cu. yds.	.55	19,855.00
General Excavation, Unclassified	178,400	cu. yds.	.31	55,304.00
Short Overhaul	300,000	yd. sta.	.005	1,500.00
Long Overhaul	1,500	C-yd.sta.	.30	450.00
Finishing Roadbed and Slopes	1.88	miles	500.00	940.00
Rounding Cutbanks	7,900	lin. ft.	.15	1,185.00
Sprinkling Earthwork Materials	210	M-gal.	3.00	630.00
10-inch Corrugated Metal Pipe	100	lin. ft.	3.00	300.00
60-inch Asbestos Protected Corrugated Metal Pipe	150	lin. ft.	36.75	5,512.50
12-inch Concrete Pipe	260	lin. ft.	2.50	650.00
18-inch Concrete Pipe	330	lin. ft.	4.25	1,402.50
48-inch Concrete Pipe	180	lin. ft.	18.00	3,240.00
42-inch Concrete Pipe, extra Strength	180	lin. ft.	17.00	3,060.00
22-inch Arch Type Corrugated Metal Pipe	100	lin. ft.	5.00	500.00
6-inch Perforated Metal Drain Pipe	170	lin. ft.	2.00	340.00
Special Backfill in Drains	26	cu. yd.	9.00	234.00
6-inch Sewer Pipe	220	lin. ft.	1.50	330.00
60-inch Asbestos Protected Elliptical Inlets	1	only	400.00	400.00
Concrete Manholes	1	only	250.00	250.00
Concrete Inlets, Type "G"	1	only	100.00	100.00
Class "A" Concrete	100	cu. yds.	68.00	6,800.00
Metal Reinforcement	18,900	lbs.	.14	2,646.00
Metal Guard Rail, Galvanized	2,500	lin. ft.	2.60	6,500.00
Metal Sight Posts, Double Reflector	100	only	5.50	550.00
Loose Riprap	550	tons	5.00	2,750.00
				$146,419.00

(Type Code 5232)
Alternate "A" Asphaltic Stabilized Base and Oiling

Asphaltic Stabilized Base	24,300 tons	$2.35	$57,105.00
200-300 Asphalt in Stabilized Base	1,200 tons	38.50	46,200.00
Preparation of Base	1.88 miles	250.00	470.00
Furnishing and Placing Aggregates	2,940 tons	6.00	17,640.00
200-300 Asphalt	190 tons	47.00	8,930.00
RS-2 Asphalt	58 tons	50.00	2,900.00
	Total, Alternate "A"		$133,245.00
	Using Alternate "A", Subtotal		$279,664.00
Move Power Poles (City of Bandon)	All Required		1,900.00
Adjust 10" Water Main (City of Bandon)	All Required		1,200.00
Seeding and Mulching	All Required		4,000.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
	Using Alternate "A", Subtotal		$288,764.00
	10% Engr. & Cont.		28,876.40
	Total		$317,640.40

Type Code X021
Fahy Avenue Undercrossing (Sta. 1181+19.19)(Contract No. 5253)

Structural Excavation	75 cu. yds.	$10.00	$ 750.00
Furnish Treated Timber Piles	1,620 lin. ft.	1.50	2,430.00
Drive Piles	36 only	46.00	1,656.00
Class "A" Concrete	195 cu. yds.	70.00	13,650.00
Metal Reinforcement	48,000 lbs.	.13	6,240.00
Metal Rail	255 lin. ft.	15.00	3,825.00
8-inch Metal Drain Pipe	160 lin. ft.	3.00	480.00
Concrete Slab Riprap	180 sq. yds.	4.50	810.00
	Subtotal		$ 29,841.00
	10% Engr. & Cont.		2,984.10
	Total		$ 32,825.10

Length of Roadway	1.881 miles
Length of 1 Structure	0.000 mile
Total Length.	1.881 miles
Cost of Roadway Per Mile. . .	$168,867.83

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway*	$317,640.40	$236,800.00	$49,000.00	$31,840.40
Structure	32,825.10	24,200.00	5,000.00	3,625.10
	$350,465.50	$261,000.00	$54,000.00	$35,465.50

* Using Alternate "A"

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. DF-109(8)

BULLARDS BRIDGE-BANDON SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1958

Type Code 5232
Roadway (Sta. 1124+35.29 to Sta. 1223+75.71)

Clearing and Grubbing	All	Required		$25,000.00
Drainage Excavation, Unclassified	770	cu. yds.	$ 3.00	2,310.00
Embankment Foundation Excavation, Unclassified	3,500	cu. yds.	0.75	2,625.00
Special Borrow Excavation, Unclassified	36,100	cu. yds.	0.55	19,855.00
General Excavation, Unclassified	214,500	cu. yds.	0.50	89,200.00
Short Overhaul	300,000	yd. stas.	0.015	4,500.00
Long Overhaul	1,500	C-yd. stas.	0.35	525.00
Finishing Roadbed and Slopes	1.88	miles	1,000.00	1,880.00
Rounding Cutbanks	7,900	lin. ft	0.20	1,580.00
10 Inch Corrugated Metal Pipe	100	lin. ft.	3.25	325.00
60 Inch Asbestos Protected Corrugated Metal Pipe	150	lin. ft.	40.00	6,000.00
12 Inch Concrete Pipe	260	lin. ft.	2.50	650.00
18 Inch Concrete Pipe	330	lin. ft.	4.50	1,485.00
48 Inch Concrete Pipe	180	lin. ft.	15.00	2,700.00
42 Inch Concrete Pipe, Extra Strength	180	lin. ft.	13.00	2,340.00
22 Inch Arch Type Corrugated Metal Pipe	100	lin. ft.	5.50	550.00
6 Inch Perforated Metal Drain Pipe	170	lin. ft.	2.00	340.00
Special Backfill in Drains	26	cu. yds.	6.50	169.00
6 Inch Sewer Pipe	220	lin. ft.	1.75	385.00
60 Inch Asbestos Protected Elliptical Inlets	1	only	400.00	400.00
Concrete Manholes	1	only	300.00	300.00
Concrete Inlets, Type "G"	1	only	100.00	100.00
Class "A" Concrete	100	cu. yds.	60.00	6,000.00
Metal Reinforcement	18,900	lbs.	0.15	2.835.00
Metal Guard Rail, Galvanized	2,500	lin. ft.	3.00	7.500.00
Metal Sight Posts, Double Reflector	100	only	3.00	300.00
Sprinkling	210	M-Gals.	3.00	630.00
Asphaltic Stabalized Base	24,300	tons	1.75	42,525.00
200-300 Asphalt in Stabilized Base	1,200	tons	40.00	48,000.00

Preparation of Base	1.88 miles	$300.00	$ 564.00
Furnishing and Placing Aggregates	2,530 cu. yds.	6.00	15,180.00
200-300 Asphalt	190 tons	55.00	10,450.00
RS-2 Asphalt	58 tons	60.00	3,480.00
Loose Riprap	550 tons	6.00	3,300.00
			$303,983.00
Move Power Poles (City of Bandon)	All Required		1,900.00
Adjust 10 inch Water Mains (City of Bandon)	All Required		750.00
Seeding and Mulching	All Required		4,000.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
	Subtotal		$312,633.00
	10% Engr. & Cont.		31,263.30
	Total		$343,896.30

Item Code 2021

Fahy Avenue Undercrossing (Sta. 1181+19.19)

Structural Excavation	75 cu. yds.	$ 10.00	$ 750.00
Furnished Treated Timber Piles	1,620 lin. ft.	1.75	2,835.00
Drive Piles	36 only	75.00	2,700.00
Class "A" Concrete	195 cu.yds.	75.00	14,625.00
Metal Reinforcement	48,000 lbs.	0.14	6,720.00
Metal Rail	255 lin. ft.	12.00	3,060.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
Concrete Slab Riprap	180 sq. yds.	11.00	1,980.00
	Subtotal		$33,310.00
	10% Engr. & Cont.		3,331.00
	Total		$36,641.00

Length of Roadway	1.881 Miles
Length of 1 Structure	0.000 Miles
Total Length	1.881 Miles
Cost of Roadway Per Mile	$180,066.08

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "IF" Funds	State Funds
Roadway	$343,896.30	$256,000.00	$53,000.00	$34,896.30
Structure	36,641.00	27,000.00	5,000.00	4,641.00
	$380,537.30	$283,000.00	$58,000.00	$39,537.30

Oregon State Highway Department

Federal Aid
Project No. DF-109(8)

BULLARDS BRIDGE-BANDON SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project Agreement.)

Salem, Oregon, July 2, 1958

Type Code 5232
Roadway (Sta. 1124+35.29 to 1223+75.71)

Clearing and Grubbing	All	Required	$	$ 35,000.00
Drainage Excavation, Unclassified	770	cu. yds.	3.00	2,310.00
Embankment Foundation Excavation, Unclassified	3,500	cu. yds.	0.75	2,625.00
Special Borrow Excavation, Unclassified	36,100	cu. yds.	0.55	19,855.00
General Excavation, Unclassified	178,400	cu. yds.	0.50	89,200.00
Short Overhaul	300,000	yd. sta.	0.015	4,500.00
Long Overhaul	1,500	C-yd.sta.	0.35	525.00
Finishing Roadbed and Slopes	1.88	miles	1,000.00	1,880.00
Rounding Cutbanks	7,900	lin. ft.	0.20	1,580.00
10-inch Corrugated Metal Pipe	100	lin. ft.	3.25	325.00
60-inch Asbestos Protected Corrugated Metal Pipe	150	lin. ft.	40.00	6,000.00
12-inch Concrete Pipe	260	lin. ft.	2.50	650.00
18-inch Concrete Pipe	330	lin. ft.	4.50	1,485.00
48-inch Concrete Pipe	180	lin. ft.	15.00	2,700.00
42-inch Concrete Pipe, Extra Strength	180	lin. ft.	13.00	2,340.00
22-inch Arch Type Corrugated Metal Pipe	100	lin. ft.	5.50	550.00
6-inch Perforated Metal Drain Pipe	170	lin. ft.	2.00	340.00
Special Backfill in Drains	26	cu. yds.	6.50	169.00
6-inch Sewer Pipe	220	lin. ft.	1.75	385.00
60-inch Asbestos Protected Elliptical Inlets	1	only	400.00	400.00
Concrete Manholes	1	only	300.00	300.00
Concrete Inlets, Type "G"	1	only	100.00	100.00
Class "A" Concrete	100	cu. yds.	60.00	6,000.00
Metal Reinforcement	18,900	lbs.	0.15	2,835.00
Metal Guard Rail, Galvanized	2,500	lin. ft.	3.00	7,500.00
Metal Sight Posts, Double Reflector	100	only	5.00	500.00
Sprinkling	210	M-gal.	3.00	630.00
Asphaltic Stabilized Base	24,300	tons	2.25	54,675.00
200-300 Asphalt in Stabilized Base	1,200	tons	42.00	50,400.00
Preparation of Base	1.88	miles	300.00	564.00
Furnishing and Placing Aggregates	2,530	cu. yds.	6.50	16,445.00
200-300 Asphalt	190	tons	55.00	10,450.00
RS-2 Asphalt	58	tons	60.00	3,480.00
Loose Riprap	550	tons	6.00	3,300.00
				$329,998.00

Move Power Poles (City of Bandon)	All Required	$	$ 1,900.00
Adjust 10-inch Water Mains (City of Bandon)	All Required		750.00
Seeding and Mulching	All Required		4,000.00
Flagging (57½% of Contractor's Cost)	All Required		2,000.00
	Subtotal		$338,648.00
	10% Engr. & Cont.		33,864.80
		Total	$372,512.80

Type Code X021
Fahy Avenue Undercrossing (Sta. 1181+19.19)

Structural Excavation	75 cu. yds.	$10.00	$ 750.00
Furnish Treated Timber Piles	1,620 lin. ft.	1.75	2,835.00
Drive Piles	36 only	75.00	2,700.00
Class "A" Concrete	195 cu. yds.	75.00	14,625.00
Metal Reinforcement	48,000 lbs.	0.14	6,720.00
Metal Rail	255 lin. ft.	12.00	3,060.00
8-inch Metal Drain Pipe	160 lin. ft.	4.00	640.00
Concrete Slab Riprap	180 sq. yds.	11.00	1,980.00
	Subtotal		$ 33,310.00
	10% Engr. & Cont.		3,331.00
		Total	$ 36,641.00

Length of Roadway - - - - - - - - -	1.881 Miles
Length of 1 Structure - - - - - - -	0.000 Mile
Total Length- - - - - - - - - - - -	1.881 Miles
Cost of Roadway Per Mile- - - - -	$198,039.76

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "LF" Funds	State Funds
Roadway	$372,512.80	$277,000.00	$58,000.00	$37,512.80
Structure	36,641.00	27,000.00	5,000.00	4,641.00
	$409,153.80	$304,000.00	$63,000.00	$42,153.80

Oregon State Highway Department

Federal Aid
Project No. DF-109(8)

BULLARDS BRIDGE-BANDON SECTION OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 5, 1958

Type Code 5232

Roadway (Sta. 1124+35.29 to Sta. 1223+75.71)

Clearing and Grubbing	All Required	$	$ 25,000.00
Drainage Excavation, Unclassified	770 Cu. Yds.	3.00	2,310.00
Embankment Foundation Excavation, Unclassified	3,500 Cu. Yds.	0.90	3,150.00
Special Borrow Excavation, Unclassified	36,100 Cu. Yds.	0.60	21,660.00
General Excavation, Unclassified	178,400 Cu. Yds.	0.45	80,280.00
Short Overhaul	300,000 Yd. Sta.	0.015	4,500.00
Long Overhaul	1,500 C-Yd.Sta.	0.35	525.00
Finishing Roadbed and Slopes	1.88 Miles	1,000.00	1,880.00
Rounding Cutbanks	7,900 Lin. Ft.	0.20	1,580.00
Sprinkling Earthwork Materials	210 M-Gals.	3.00	630.00
10-Inch Corrugated Metal Pipe	100 Lin. Ft.	3.25	325.00
60-Inch Asbestos Protected Corrugated Metal Pipe	150 Lin. Ft.	40.00	6,000.00
12-Inch Concrete Pipe	260 Lin. Ft.	2.50	650.00
18-Inch Concrete Pipe	330 Lin. Ft.	4.50	1,485.00
48-Inch Concrete Pipe	180 Lin. Ft.	15.00	2,700.00
42-Inch Concrete Pipe, Extra Strength	180 Lin. Ft.	14.00	2,520.00
22-Inch Arch Type Corrugated Metal Pipe	100 Lin. Ft.	5.50	550.00
6-Inch Perforated Metal Drain Pipe	170 Lin. Ft.	2.00	340.00
Special Backfill in Drains	26 Cu. Yds.	6.50	169.00
6-Inch Sewer Pipe	220 Lin. Ft.	1.75	385.00
60-Inch Asbestos Protected Elliptical Inlets	1 Only	400.00	400.00
Concrete Manholes	1 Only	300.00	300.00
Concrete Inlets, Type "G"	1 Only	100.00	100.00
Class "A" Concrete	100 Cu. Yds.	65.00	6,500.00
Metal Reinforcement	18,900 Lbs.	0.15	2,835.00
Metal Guard Rail, Galvanized	2,500 Lin. Ft.	3.00	7,500.00
Metal Sight Posts, Double Reflector	100 Only	5.00	500.00
Loose Riprap	550 Tons	6.00	3,300.00
			$178,074.00

Type Code 5232

Alternate "A" Asphaltic Stabilized Base and Oiling

Asphaltic Stabilized Base	24,300 Tons	$ 2.25	$ 54,675.00
200-300 Asphalt in Stabilized Base	1,200 Tons	42.00	50,400.00
Preparation of Base	1.88 Miles	300.00	564.00
Furnishing and Placing Aggregates	2,940 Tons	5.60	16,464.00
200-300 Asphalt	190 Tons	55.00	10,450.00
RS-2 Asphalt	58 Tons	60.00	3,480.00
	Total, Alternate "A"		$136,033.00

Type Code 6201

Alternate "B" Stone Base and Asphaltic Concrete

Course Crushed Material in Base	19,400 Tons	$ 2.85	$ 55,290.00
3/4" - 0 Material in Base	7,980 Tons	2.95	23,541.00
Sprinkling Stone Base	510 M-Gals.	3.00	1,530.00
Preparation of Stone Base	1.88 Miles	300.00	564.00
3/4" - 0 Material in Binder Course	570 Tons	4.85	2,764.50
Furnishing and Placing Aggregates	1,370 Tons	4.85	6,644.50
RC-3 Asphalt	68 Tons	55.00	3,740.00
200-300 Asphalt	96 Tons	55.00	5,280.00
RS-2 Asphalt	36 Tons	60.00	2,160.00
Asphaltic Concrete Mixture	8,890 Tons	5.50	48,895.00
85-100 Asphalt in Mixture	530 Tons	38.00	20,140.00
	Total Alternate "B"		$170,549.00

	(Using Alternate "A") Subtotal	$314,107.00
Move Power Poles (City of Bandon)	All Required	1,900.00
Adjust 10" Water Main (City of Bandon)	All Required	1,200.00
Seeding and Mulching	All Required	4,000.00
Flagging (57½% of Contractor's Cost)	All Required	2,000.00
	(Using Alternate "A") Subtotal	$323,207.00
	10% Engr. & Cont.	32,320.70
	Total	$355,527.70

Type Code X021
Fahy Avenue Undercrossing (Sta. 1181+19.19)
(Contract No. 5253)

Structural Excavation	75	Cu. Yds.	$ 10.00	$ 750.00
Furnish Treated Timber Piles	1,620	Lin. Ft.	1.50	2,430.00
Drive Piles	36	Only	46.00	1,656.00
Class "A" Concrete	195	Cu. Yds.	70.00	13,650.00
Metal Reinforcement	48,000	Lbs.	0.13	6,240.00
Metal Rail	255	Lin. Ft.	15.00	3,825.00
8-Inch Metal Drain Pipe	160	Lin. Ft.	3.00	480.00
Concrete Slab Riprap	180	Sq. Yds.	4.50	810.00
		Subtotal		$ 29,841.00
		10% Engr. & Cont.		2,984.10
		Total		$ 32,825.10

Length of Roadway	1,881 Miles
Length of 1 Structure	0.000 Miles
Total Length	1.881 Miles
Cost of Roadway Per Mile	$189,009.94

SUMMARY OF FUNDS

Description	Total Cost	Federal "DF" Funds	Federal "IF" Funds	State Funds
Roadway *	$355,527.70	$259,100.00	$51,200.00	$ 45,227.70
Structure	32,825.10	23,900.00	4,800.00	4,125.10
	$388,352.80	$283,000.00	$56,000.00	$ 49,352.80

* Using Alternate "A"

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DF-109 (5)

5343

A

November 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 7, 1958, on Contract No. 5343, Bullards Bridge-Bandon Section, in Coos County, in connection with Federal Aid Project No. DF-109(5).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

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A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

NOTE
W. C. WILL

UF-109 (8)
5343

October 29, 1958

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
State Highway Building
Salem, Oregon

Re: Bullard Bridge-Bandon Section
Oregon Coast Highway
Coos County
FAP-F-109 (7)

Dear Mr. Polk:

Reference is made to your Statement of Items for Administrative Review dated October 15, 1958, which concerns Progress Vouchers Nos. 1 and 2 on the above section.

File No. 26597. No protest is offered to the citation.

File No. 26621. Whether or not the indicated $770 is a substantial difference between our appraisal and the option price is a matter of opinion. Whoever wrote the citation makes the statement that the difference is substantial. However, we take the opposite view.

This is a case where the line appraiser was not able to inspect the interior of the dwelling and was influenced, to a considerable degree, by the price our grantor paid for the premises. He gave very little credit to the complete renovating job that was done after the date of purchase and before the date of sale to the State.

Our Right of Way Supervisor for Division III has placed on the file a letter indicating his thoughts on the matter. It is my request that you give this citation reconsideration. The property was optioned by an experienced agent, who is thoroughly familiar with property values in the area. It is his and our feeling that the figure of $7,550 is truly indicative of market value.

Very truly yours,

R. L. PORTER
Right of Way Engineer

RLP:zg

cc Mr. W. C. Williams ✓
Mr. L. I. Lindas

RECEIVED
OCT 30 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 27 1958

FOR FILING

DF-1[illegible] (8)

5343

October 24, 1958

C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Dear Sir:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5343 for grading and bituminous surfacing on Bullards Bridge-Bandon section of the Oregon Coast Highway in Coos County.

This award was based on your bid of $279,664.00 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

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DF 109 (8)

5343

OREGON STATE HIGHWAY DEPARTMENT

Notification of Commencement and Completion Dates for Contract Projects

Section Bullards Bridge - Bandon
Contract No. 5343
Kind of Work Grading & Bituminous Surfacing
F. A. Project No. DF 109 (8)
Highway Oregon Coast
Date of Award of Contract October 23, 1958
County Coos
Specified Work Days 110
Contractor G.R.O'Neil
Work Days Start

First Notification:

BPR CAP

Commencement date October 7, 1958

Second Notification:

Completion date
Work Days Used

Estimate of date on which contractor will complete the removal of equipment and plant and the cleaning up of the site

Noted	DE	ADE	ADE	DOE

NOV 3 1958

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site

Date October 29, 1958

John G. Gunter
Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning up of the site is completed. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Office Engineer or the Bridge Engineer at Salem. The duplicate copy is to be sent to the Division Engineer. The triplicate copy is to be retained by the Resident Engineer.

State Printing 98911

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FOR FILING
OREGON DISTRICT

5343

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4-0

October 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5343 for Oregon Project DF-109(8), Bullards Bridge-Bandon Section of the Oregon Coast Highway, to C. R. O'Neil of Creswell, Oregon, low bidder in the amount of $279,664.00 at the September 30, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

NOTED
S. H. PROBERT

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SEP [illegible] 1958
FOR FILING

DF-109(8)

5343

THE ASSOCIATED GENERAL CONTRACTORS
of America, Inc.

PORTLAND CHAPTER

129 S. W. THIRD AVE. • MULTNOMAH HOTEL
PORTLAND 4, OREGON

FERRED TO
Cooper
State Highway Engineer

September 22, 1958

Mr. H. K. McIver, Chairman
Oregon State Highway Commission
Salem, Oregon

Dear Mr. McIver:

Thank you for affording an opportunity for delegates of this association to appear before the commission at 10:30 a.m., September 12, 1958 to express their views regarding the decision made by the commission on the Bullards Bridge-Bandon Section project which was opened for bid on July 10.

This Association wishes to go on record as being dissatisfied with the explanation that was given our delegates and to voice our objections to the manner in which the commission handled this particular project. To be sure, we appreciated the comment that was made that this decision was not intended to establish a precedent, but we are still of the opinion that a fair and equitable practice is to award projects to a qualified bidder submitting the lowest bid, if such bid is in line with the highway engineer's estimate. Further, if alternate bids are required this condition should be clearly spelled out in the original invitation to bid.

Sincerely yours,

PORTLAND CHAPTER
ASSOCIATED GENERAL CONTRACTORS

A. H. Harding

A. H. HARDING, Manager

AHH:jj

cc: Mr. Robert B. Chessman
Mr. Kenneth N. Fridley
Mr. W. C. Williams
Mr. H. B. Glaisyer

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SEP 23 1958
OREGON
STATE [illegible]

NOTED
FORREST COOPER

RECEIVED
SEP 17 1958
FOR FILING
OREGON DISTRICT
DF-109(8)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4

5343

DF-109-(8)

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DF-109(8), Bullards Bridge-Bandon Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,
CGPolk
C. G. Polk
Division Engineer

RECEIVED
SEP 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 16 1958
FOR FILING
DF-109(8)

-file

STATE HIGHWAY COMMISSION MEETING

5343

Delegation Representatives of Portland Chapter A.G.C. re Bullards Bridge-Bandon Project

Date September 12, 1958

Time 10:30 a.m.

Name	City or Town	Capacity
~~[illegible]~~	~~[illegible]~~	
J. R. Wininger (spokesman)	Portland	Assc. Gen. Contractors
Fred Slate	"	" " "
Bill Harding	"	Assoc. Gen. Contractors

NOTED
H. B. GLAISYER

STATE HIGHWAY COMMISSION MEETING

Delegation Geo. E.Blaisdell & Son matter re Bullards Bridge-Bandon Project

Date 9-12-58

Time 10:30

Name	**City or Town**	**Capacity**
~~Kxxxx~~ Leo Levenson(spokesman)	Portland	Lawyer
Shirley Stone	Oswego "	Associated with Blaisdell
Geo. Blaisdell, Jr.	"	" " "

September 10, 1958

Mr. Norman B. Kobin
Attorney at Law
Portland Trust Building
Portland 4, Oregon

Dear Mr. Kobin:

Received in this morning's mail was your letter of September 9, 1958 regarding the Highway Commission's rejection of the bid submitted by George E. Blaisdell and Son on July 10, 1958 for grading and oiling the Bullards Bridge-Bandon Section of the Oregon Coast Highway, Coos County. It is noted that George E. Blaisdell and Son take exception to the Commission's action and desire an appointment to discuss the matter with the High way Commission at its meeting on September 11 and 12, 1958.

It so happens that the Associated General Contractors, Portland Chapter, has already been assigned time at this meeting to discuss the same subject. We would have no objections to George E. Blaisdell and Son appearing before the Commission at the same time but we believe that they should get in touch with their Associated General Contractors headquarters in that regard.

The meeting of the Highway Commission this week will be held in Room 418 State Highway Building, Salem. Delegations will be heard on the second day, Friday September 12th. The time assigned to the Associated General Contractors at such meeting is the fifteen minute period starting at 10:30 a.m.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
cc: W. C. Williams

agenda
9/12/58

AGENDA
SEP 12 1958
D
10:30 A.M.

September 8, 1958

Mr. A. H. "Bill" Harding, Manager
Associated General Contractors
Portland Chapter
112 Multnomah Hotel
Portland, Oregon

Dear Mr. Harding:

This note is to confirm the appointment that I made for you today for representatives of the Portland Chapter, AGC, to confer with the State Highway Commission at its next meeting regarding the Bullards Bridge-Bandon Project on US 101, Coos County.

This meeting of the Highway Commission will be held in SALEM on Thursday and Friday of this week, September 11 and 12, 1958. Delegations will be heard on the second day, Friday the 12th on which day I have reserved for your convenience fifteen minutes of time, starting at 10:30 a.m., which I understood you to say was satisfactory. The meeting will be held in Room 418, State Highway Building.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

H BG:jmc

cc: Commissioners
W. C. Williams

SEPT. 12, 1958
10:30 A.M.

D

NORMAN B. KOBIN
ATTORNEY AT LAW
PORTLAND TRUST BUILDING
PORTLAND 4, OREGON

CAPITOL 3-1108

September 9, 1958

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaisyer
Secretary
Re: Bid of Blaisdell & Son
Grading and Paving Bullard's
Bridge, Bandon Sec. Oregon
Coast Highway Curry County,
Oregon

Gentlemen:

I represent Blaisdell & Son who are the lowest responsible bidders for the above noted work, which bid was submitted by them in the utmost good faith. Subsequent to the opening of the bids on July 10, 1958 and on August 8, 1958, Blaisdell & Son were notified by you, in writing, that its bid had been rejected and that the work was to be re-advertised at a later time, with an alternate. No reasons were assigned for the rejection of the bid notwithstanding it was in keeping with the proposal and the advertised specifications.

Please be informed that Blaisdell & Son take exception to the action of the commission in summarily rejecting its bid. It is their opinion that the action of the commission is contrary to existing law, in that the decision was arrived at arbitarily and capriciously and for the sole purpose of pacifying a person or group of persons who have improperly brought pressure upon the commission to impel the rejection of Blaisdell's bid.

Unless you are able to satisfy my clients that you did not so act, I am authorized to bring proper legal action requiring an acceptance of its bid and the execution of a contract pursuant to the bid proposal.

I am informed that the commission will hold its regular monthly meeting at Salem on September 11 and 12, 1958, and my client would be pleased to attend this meet-

ANSWERED
H. B. GLAISYER

ing, if invited, so as to have a frank discussion concerning the reasons leading to the rejection of this bid.

Very truly yours,

NORMAN B. KOBIN

NBK:lo

RECEIVED
SEP 10 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 14 1958
FOR FILING

Coast
RW
101 Coos

July 11, 1958

George E. Blaisdell and Son
5135 N. Interstate Avenue
Portland, Oregon

Gentlemen:

At the Highway Bid Opening held in Salem yesterday, July 10, you submitted the low bid for grading and oiling the Bullards Bridge-Bandon Section of the Oregon Coast Highway, Coos County, at $267,357.50. As announced at the meeting, your proposal along with others received at the same time will be referred to the State Highway Commission at its meeting on July 31, 1958 for award of the contract.

I wish to call your attention, however, that before the contract can be awarded to you it will be necessary for you to sign a sworn statement to satisfy the Federal requirements. I enclose two copies of such statement, one of which you should fill out in detail and sign before a notary public and return to me for further handling. Your immediate attention to this matter is imperative, otherwise, the contract cannot be awarded to you.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: S. H. Probert

RECEIVED

FOR [illegible]

SF 109(8)

5342

CON RSB 1 9-2-58 1112A

NOTE
W. C. WILLIAMS

TOM EDWARDS

HAVE RECEIVED FOLLOWING PRICES FROM BECKLEY AND THOMAS ON MATERIAL FOR BULLARDS BRIDGE-BANDON SECTION

2 1/2"-0" BASE ON ROAD UNPROCESSED	$3.15	C Y
3/4"-0" LEV. COUR. ON ROAD UNPROCESSED	$3.40	C Y
A C AGGREGATE IN STOCKPILE BANDON AREA	$3.40	C Y

MF D MORGAN

SC

W.C.W.

Copy -- Cooper

NOTED
FORREST COOPER

6/23/58

Miles

Reedsport - Winchester Bay.

Sta 34-109 - 10" Select Materials, 5" Base, 2" Level, 3½" AC 2.98

109-192 Over existing Oil - 10" Select, 2" Level, 3½" AC

Winchester Bay - Clear Lake

12" Select Subgrade, 5" Base, 2" Level, 3½" AC. 3.45

Clear Lake - Forest Bdry 1.7

12" Select Subgrade, 10" Base 1½" Level, 3½" AC.

Forest Bdry - Hauser (B.P.R.) 9.7

Over old Pavement - 1½" Level, 3" AC

New work, 4" Base, 2" Level, 3" AC.

Hauser - Coos Bay. 4.31

12" Selected Subgrade, 5" Base, 1½" Level, 3½" AC

Bunker Hill Section 0.55

13" Base, 1½" Level, 3½" AC.

Bunker Hill - Delmar 6.55

12" Selected Subgrade, 5½" Base, 1½" Level, 3½" AC

Delmar - Coaledo 2.89

12" Selected Subgrade, 5½" Base, 1½" Level, 3½" AC

Coaledo - Chrome Plant 2.00

12" Select Subgrade, 5½" Base, 1½" Level 5" AC

– Chrome Plant - Cedar Point – 2.10

12" Selected Subgrade, 5½" Base, 1½" Level, 5" AC, except between stas 696,-724 where a temp O-11 was laid - See China Camp Marsh for Paving

– Cedar Point - Coquille – 2.02

10" Base, 2" Level, 5" AC.

China Camp Marsh

696-724 – 1½" to 3½" AC over existing Oil - O-11

770-773+50 - 0" to 26" Base - 1½" Level, 3½" AC

Averages

Select material	Base	Leveling	A.C.
~~7.95"~~	~~4.2"~~	~~1.63"~~	~~3.61"~~
10	5	2.0	3.5
12	5	2	3.5
12	10	1.5	3.5
0	4	2.0	3.0
0	13	1.5	3.5
12	5	1.5	3.5
12	5.5	1.5	3.5
12	5.5	1.5	3.5
12	5.5	1.5	5.0
12	5.5	1.5	5.0
0	10.0	2.0	5.0
11 | 94	11 | 74.0	11 | 18.5	11 | 42.5
Ave 8.54"	Ave 6.72"	Ave. 1.68"	Ave 3.86"

½" Asphaltic Concrete Pavement
added to present contract

Item	Unit	Net	Allow	Quant	Price	Amount
a. Asphaltic Concrete Pavement	Tons	8,3[illegible]	834	9,[illegible]	9.25 or 8.30	84,637.50 75,945.00
b. 3/4"-0" in Shoulders	C.Y.	1,940	200	2,140	4.30	9,202.00
c. Sprinkling	M Gal	49	5	54	2.50	135.00
d. Furnishing & Placing Aggregate	C.Y.	810	40	850	6.50	5,525.00
e. 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
f. RS-2 Asphalt	〃	18	2	20	60.00	1,200.00
g. Emuls. Asphalt in Tack Coat	〃	9	1	10	60.00	600.00
				Total		106,769.50 or 90,077.00

Surfacing Calculation Sheet

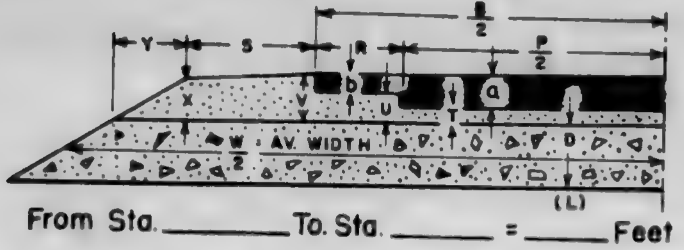
Sheet 1 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for For Item a

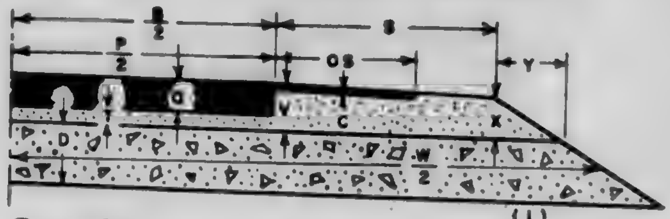
Made by ____________, 19____ Checked by ____________, 19____

HALF SECTION (Paved Shoulder)



From Sta.______ To Sta.______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta.______ To Sta.______ = ______ Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

((W) x (D) x (L) / 27)(1.30)* = ------------------ ______ Cu. Yds.

(****) = ------------------ ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** [((R) x (U)) + ((P) x (T)) / 27] ((L)) = ______

Shoulders [(((V) 28167 + 33583 / 2 (X) x (S) 2) + ((X) / 2 x (Y)) − ((OS) x (C)) *** / 27] (2)((L) 1850) = 139

6275

33583 + 22583 / 2 + 27083 x 1.0 − 4 x 0.1

.611666 .137916

(1.30) = 180 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material { ______ Cu. Yds. x .020 = ______ ; ______ Tons x .016 = ______ }

Crushed Material { 180 Cu. Yds. x .025 = ______ ; ______ Tons x .020 = ______ }

Earthwork ______ Cu. Yds. x .001 = ______

------------ 5 M-Gals.

BINDER COURSE

Aggregates ((B) x (L))(.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ------------------ ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ____ x (L) ____ x (a) ____ x (Tons/Sq. ft. 1" Thick)**** ____ = ______

Shoulders (R) ____ x (L) ____ x (b) ____ x ____ = ______

------------ ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ------------------ ______ Tons

OIL MAT WEARING SURFACES

((P) (OS) ______ x (L) ______)

Penetration Asphalt (****) = ------------------ ______ Tons

Emulsified Asphalt ( ) = ------------------ ______ Tons

Aggregates

1¼"–¾" ( ) = ______ Cu. Yds. (****) = ______ Tons

¾"–½" ( ) = ______ Cu. Yds. ( ) = ______ Tons

½"–¼" ( ) = ______ Cu. Yds. ( ) = ______ Tons

¼"–#10 ( ) = ______ Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

		Specific Gravity					
		2.60	2.65	2.70	2.75	2.80	2.85
Bottom Course Base	(Crushed Rock	1.6230	1.6542	1.6854	1.7167	1.7479	1.7791
	(Crushed Gravel	1.6515	1.6832	1.7149	1.7468	1.7785	1.8102
Top Course Base	(Crushed Rock	1.5682	1.5984	1.6285	1.6588	1.6889	1.7190
	(Crushed Gravel	1.6054	1.6364	1.6673	1.6981	1.7290	1.7599
Aggregate in Binder	(Crushed Rock	1.3229	1.3484	1.3738	1.3993	1.4247	1.4502
	(Crushed Gravel	1.3668	1.3930	1.4193	1.4456	1.4719	1.4981
Oiling Aggregate							
1¼"– ¾" Material		1.0908	1.118	1.1327	1.1537	1.1747	1.1956
¾"– ½" Material		1.0821	1.1028	1.1236	1.1444	1.1652	1.1860
½"– ¼" Material		1.0821	1.1028	1.1236	1.1444	1.1652	1.1860
¼"–#10 Material		1.0645	1.0849	1.1054	1.1259	1.1463	1.1668

Factors for Bottom and Top Course Base are Tons of dry compacted material per cubic yard.

Factors for Binder and Oiling Aggregates are Tons of dry loose material per cubic yard.

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼"	½"	¾"
		.02083	.04167	.06250
1"	.08333	.10417	.12500	.14583
2"	.16667	.18750	.20833	.22917
3"	.25000	.27083	.29167	.31250
4"	.33333	.35417	.37500	.39583
5"	.41667	.43750	.45833	.47917
6"	.50000	.52083	.54167	.56250
7"	.58333	.60417	.62500	.64583
8"	.66667	.68750	.70833	.72917
9"	.75000	.77083	.79167	.81250
10"	.83333	.85417	.87500	.89583
11"	.91667	.93750	.95833	.97917

FACTORS FOR COMPUTING ASPHALT IN BINDER COURSE

Type of Bit. Cement	Gals./Ton at Normal Applic. Temp.	Tons/Sq.Ft.
RC-2	260	0.000160
RC-3	259	0.000161
MC-2	258	0.000161
MC-3	258	0.000161
120-150	265	0.000157
200-300	262	0.000159
RS-1 Emulsified	241	0.000173
RS-2 Emulsified	244	0.000171

FACTORS FOR COMPUTING ASPHALTIC CONCRETE PAVEMENT

Specific Gravity of Aggregates	Tons/Sq.Ft. 1" Thick
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654

FACTORS FOR COMPUTING QUANTITIES IN OIL MAT WEARING SURFACES

		0-11	Shldr. Oiling 0-11 Mod.	0-9	0-32	D-0-30	0-31
Penetration Asphalt	(120-150	.000389	.000388	.000189	.000168	.000168	.000084
	(200-300	.000403	.000392	.000191	.000170	.000170	.000085
Emulsified Asphalt		.000115	.000115	.000115			
1¼"–¾" Aggregates		.00244	.00244				
¾"–½" Aggregates		.001	.001	.00144		.001	
½"–¼" Aggregates		.001	.00122	.00067	.00089	.00078	.00089
¼"–No. 10 Aggregates		.001	.00056	.001	.00039	.00022	

Use 200-300 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use 120-150 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

State Printing 12211
Form E-377—5-56

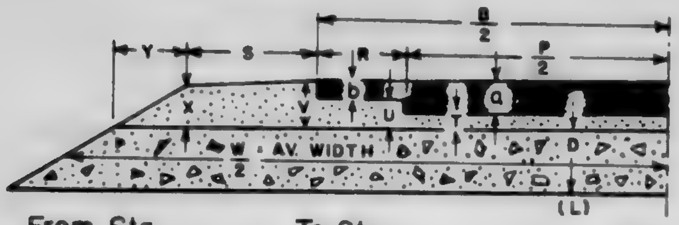
Surfacing Calculation Sheet

Sheet 2 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

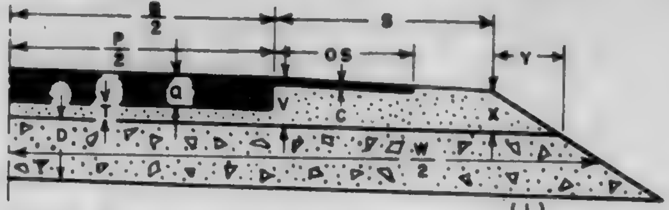
Calculations for ______________________
Made by ______________, 19____ Checked by ______________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{(W)\ \times\ (D)\ \times\ (L)}{27}\right)$ (1.30)* = ---------------- ______ Cu. Yds.
(****) = ---------------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\ (R)\ \times\ (U)\ )^{**} + (\ (P)\ \times\ (T)\ )}{27}\right]$ ((L)) = ______

.6275 .1072167

Shoulders $\left[\frac{\left(\frac{(V) 3.3816 + (X) 3.1580}{2} \times (S)\ 2\right) + \left(\frac{(X) 2.1582}{2} \times (Y)\ 1\right) - \left((OS)\ 4 \times (C)\ .10[illegible]\right)^{***}}{27}\right]$ (2) ((L) 6000) = 692

3.3[illegible] - 2.15[illegible]
2 × 6
1.655

(1.30) = 900 Cu. Yds.
(****) = ______ Tons

SPRINKLING

Uncrushed Material
______ Cu. Yds. x .020 = ______
______ Tons x .016 = ______

Crushed Material
900 Cu. Yds. x .025 = ______
______ Tons x .020 = ______

Earthwork
______ Cu. Yds. x .001 = ______

---------------- 23 M-Gals.

BINDER COURSE

Aggregates $\left(\frac{(B)\ \times\ (L)}{}\right)$ (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons
Asphalt (****) = ---------------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______
Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______
---------- ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------------- ______ Tons

OIL MAT WEARING SURFACES

(P)
(OS) ______ x (L) ______

Penetration Asphalt (****) = ---------------- ______ Tons
Emulsified Asphalt ( ) = ---------------- ______ Tons
Aggregates
1¼"-¾" ( ) = ______ Cu. Yds. (****) = ______ Tons
¾"-½" ( ) = ______ Cu. Yds. ( ) = ______ Tons
½"-¼" ( ) = ______ Cu. Yds. ( ) = ______ Tons
¼"-#10 ( ) = ______ Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

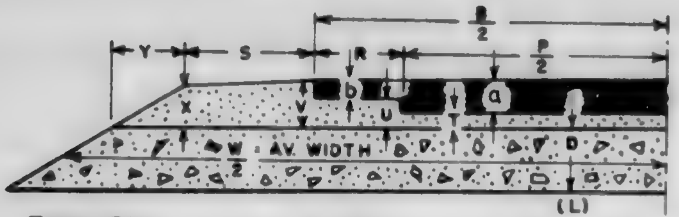
Sheet 3 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

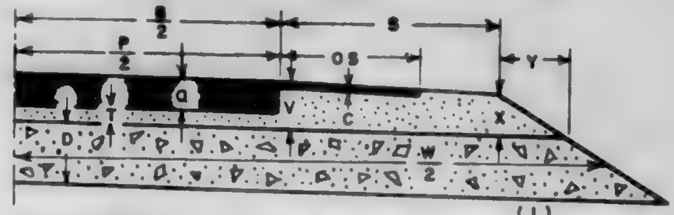
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{(W) \times (D) \times (L)}{27}\right)$ (1.30)* = ______ Cu. Yds.

(****) = ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\ \ ^{**(R)} \times \ ^{(U)}) + (\ ^{(P)} \times \ ^{(T)})}{27}\right]$ ((L)) = ______

6275

Shoulders $\left[\frac{\left(\frac{(V) + (X)}{2} \times (S)\right) + \left(\frac{(X)}{2} \times (Y)\right) - \left((OS) \times (C)\right)^{***}}{27}\right]$ (2) ((L) 2096) = 199

1.13333 .1489583 .625

(1.30) = 259 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material: ______ Cu. Yds. x .020 = ______

Uncrushed Material: ______ Tons x .016 = ______

Crushed Material: 259 Cu. Yds. x .025 = ______

Crushed Material: ______ Tons x .020 = ______

Earthwork: ______ Cu. Yds. x .001 = ______

6 M-Gals.

BINDER COURSE

Aggregates $\left(\ ^{(B)} \times \ ^{(L)}\right)$ (.001) = ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x ****(Tons/Sq. ft. 1" Thick) ______ = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ______ Tons

OIL MAT WEARING SURFACES

$\left(\ ^{(P)}_{(OS)} \times \ ^{(L)}\right)$

Penetration Asphalt (****) = ______ Tons

Emulsified Asphalt ( ) = ______ Tons

Aggregates:

- 1¼"-¾" ( ) = ______ Cu. Yds. (****) = ______ Tons
- ¾"-½" ( ) = ______ Cu. Yds. ( ) = ______ Tons
- ½"-¼" ( ) = ______ Cu. Yds. ( ) = ______ Tons
- ¼"-#10 ( ) = ______ Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

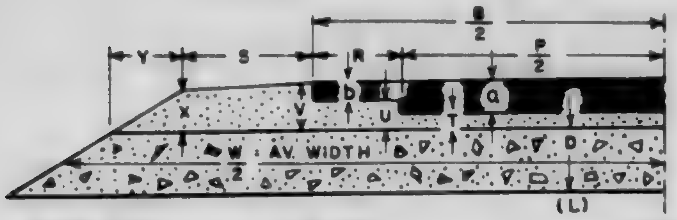
Surfacing Calculation Sheet Sheet 4 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ____________________

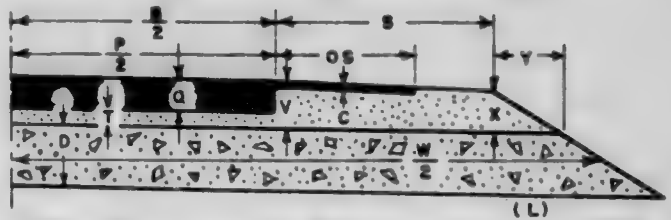
Made by ____________, 19____ Checked by ____________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{(W)\ \_\_ \times (D)\ \_\_ \times (L)\ \_\_}{27}\right)$ (1.30)* = ---------------- ________ Cu. Yds.

(****) = ---------------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

** Leveling Course $\left[\frac{((R)\ \_\_ \times (U)\ \_\_) + ((P)\ \_\_ \times (T)\ \_\_)}{27}\right]$ ((L)) = ________

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2} \times (S)\right) + \left(\frac{(X)}{2} \times (Y)\right) - \left((OS) \times (C)\right)^{***}}{27}\right]$ (2) ((L) 1300) = 98

(1.30) = 127 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material ________ Cu. Yds. x .020 = ________

________ Tons x .016 = ________

Crushed Material 127 Cu. Yds. x .025 = ________

________ Tons x .020 = ________

Earthwork ________ Cu. Yds. x .001 = ________

---------------- 3 M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____) (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ---------------- ________ Tons

ASPHALTIC CONCRETE

Roadway (P) ____ x (L) ____ x (a) ____ x (Tons/Sq. ft. 1" Thick)**** ____ = ________

Shoulders (R) ____ x (L) ____ x (b) ____ x ____ = ________

---------------- ________ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ________ x (L) ________ x .0000187 = ---------------- ________ Tons

OIL MAT WEARING SURFACES

((P) / (OS) ______ x (L) ______)

Penetration Asphalt (****) = ---------------- ________ Tons

Emulsified Asphalt ( ) = ---------------- ________ Tons

Aggregates

1¼"-¾" ( ) = ________ Cu. Yds. (****) = ________ Tons

¾"-½" ( ) = ________ Cu. Yds. ( ) = ________ Tons

½"-¼" ( ) = ________ Cu. Yds. ( ) = ________ Tons

¼"-#10 ( ) = ________ Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

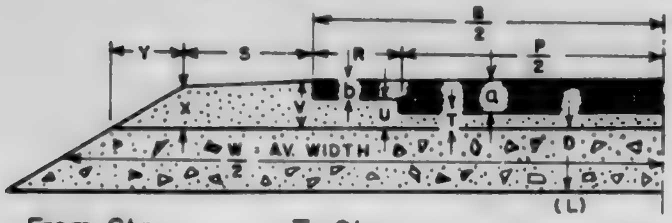
Sheet 5 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ____________________

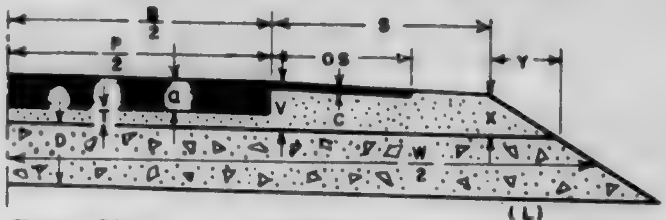
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To Sta. ________ = ________ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ________ To Sta. ________ = ________ Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{\overset{(W)}{\_\_} \times \overset{(D)}{\_\_} \times \overset{(L)}{\_\_}}{27}\right)$ (1.30)* = ---------------------- ________ Cu. Yds.

(****) = ---------------------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{** \left(\overset{(R)}{\_\_} \times \overset{(U)}{\_\_}\right) + \left(\overset{(P)}{\_\_} \times \overset{(T)}{\_\_}\right)}{27}\right]$ ($\overset{(L)}{\_\_}$) = ________

6275

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{\cancel{.200}} + \overset{(X)}{\_\_}}{2} \times \overset{(S)}{\_\_}\right) + \left(\frac{\overset{(X)}{\_\_}}{2} \times \overset{(Y)}{\_\_}\right) - \left(\overset{(OS)}{\_\_} \times \overset{(C)}{\_\_}\right)^{***}}{27}\right]$ (2) ($\overset{(L)}{900}$) = 64

.611667 .137916 .[illegible]

(1.30) = 83 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
83 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

---------------------- 2 M-Gals.

BINDER COURSE

Aggregates $\left(\overset{(B)}{\_\_} \times \overset{(L)}{\_\_}\right)$ (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ---------------------- ________ Tons

ASPHALTIC CONCRETE

Roadway $\overset{(P)}{\_\_} \times \overset{(L)}{\_\_} \times \overset{(a)}{\_\_} \times \overset{\text{****}\ (\text{Tons/Sq. ft. 1" Thick})}{\_\_} = \_\_\_\_$

Shoulders $\overset{(R)}{\_\_} \times \overset{(L)}{\_\_} \times \overset{(b)}{\_\_} \times \_\_ = \_\_\_\_$

---------------------- ________ Tons

TACK COAT

Emulsified Asphalt $\overset{(WIDTH)}{\_\_} \times \overset{(L)}{\_\_}$ x .0000187 = ---------------------- ________ Tons

OIL MAT WEARING SURFACES

$\left(\overset{(P)\ (OS)}{\_\_} \times \overset{(L)}{\_\_}\right)$

Penetration Asphalt (****) = ---------------------- ________ Tons

Emulsified Asphalt ( ) = ---------------------- ________ Tons

Aggregates
1¼"-¾" ( ) = ________ Cu. Yds. (****) = ________ Tons
¾"-½" ( ) = ________ Cu. Yds. ( ) = ________ Tons
½"-¼" ( ) = ________ Cu. Yds. ( ) = ________ Tons
¼"-#10 ( ) = ________ Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

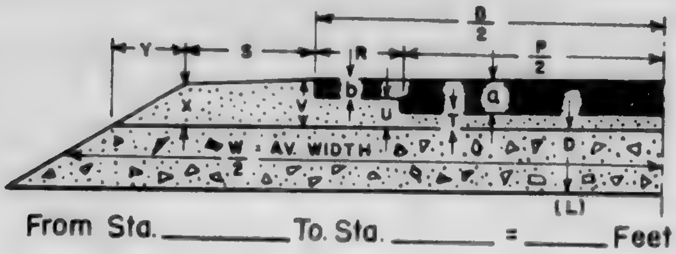
Sheet 6 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

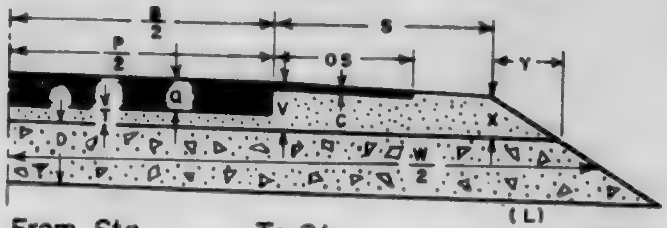
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{(W)\ \times\ (D)\ \times\ (L)}{27}\right)$ (1.30)* = ---------- ______ Cu. Yds.

(****) = ---------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\ (R)\ \times\ (U)\ )^{**}+(\ (P)\ \times\ (T)\ )}{27}\right]$ ((L)) = ______

.6275 + .611667 + .137916

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2}\times (S)\right)+\left(\frac{(X)}{2}\times (Y)\right)-\left((OS)\times (C)\right)^{***}}{27}\right]$ (2) ((L) 2950) = 301

(1.30) = 391 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material
- ______ Cu. Yds. x .020 = ______
- ______ Tons x .016 = ______

Crushed Material
- 391 Cu. Yds. x .025 = ______
- ______ Tons x .020 = ______

Earthwork ______ Cu. Yds. x .001 = ______

---------- 10 M-Gals.

BINDER COURSE

Aggregates ((B) x (L)) (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

---------- ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------- ______ Tons

OIL MAT WEARING SURFACES

((P) (OS) ______ x (L) ______)

Penetration Asphalt (****) = ---------- ______ Tons

Emulsified Asphalt ( ) = ---------- ______ Tons

Aggregates
- 1¼"-¾" ( ) = ______ Cu. Yds. (****) = ______ Tons
- ¾"-½" ( ) = ______ Cu. Yds. ( ) = ______ Tons
- ½"-¼" ( ) = ______ Cu. Yds. ( ) = ______ Tons
- ¼"-#10 ( ) = ______ Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Form E-40—30M—

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

9½" Base, 2" Leveling 0-1" Surfacing

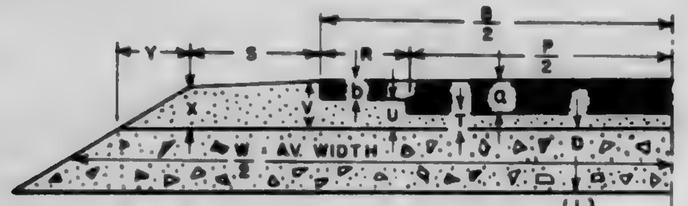
Item	Unit	Quant	Allow	Amount	Price	Total
1½"-0 Crushed Base	C.Y	23,326	2,334	25,660	4.30	110,338
¾"-0 Wearing Course	C.Y	4955	495	5450	4.30	23,435
Sprinkling	M.Gal	706	74	780	2.50	1,950
Prep. Base	Mile	1.88	—	1.88	150.00	282
Furnishing & Placing Aggreg.	C.Y	2563	127	2630	6.50	17,095
200-300 Asphalt	Tons	185	15	200	45.00	9,000
RS-2 Asphalt	"	53	7	60	47.00	2,820
						164,920.00

Surfacing Calculation Sheet 9" ¾ 25 Base – 2" leveling – C-11 Surfacing Sheet 1 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

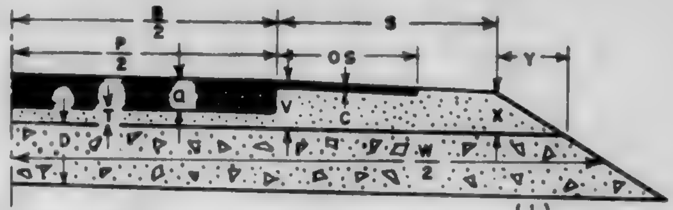
Calculations for Bullards Bridge – Bandon
Made by Oxx 7-29, 1958 Checked by ____________, 19____

HALF SECTION (Paved Shoulder)



From Sta. 1129 To Sta. 1147+50 = 1850 (L) Feet →

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ____ To Sta. ____ = ____ (L) Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

5? + 6?/2 ((W) 61.3125 x (D) .7??67 x (L) 1850 / 27) (1.30)* = ---------- 4204 Cu. Yds.
(****) = ---------- ____ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course [(** (R) – x (U)) + ((P) 48 x (T) .1666?) / 27] (8? (L) 1850) = 597

Shoulders [((V) .16667 + (X) .16667 / 2 x (S) 5) + ((X) .16667 / 2 x (Y) .5 583?3) – ((OS) – x (C) –)*** / 27] (2) ((L) 1850) = 120

(1.30) = 868 Cu. Yds.
(****) = ____ Tons

SPRINKLING

Uncrushed Material
____ Cu. Yds. x .020 = ____
____ Tons x .016 = ____

Crushed Material
5077 Cu. Yds. x .025 = 113
____ Tons x .020 = ____

Earthwork
____ Cu. Yds. x .001 = ____

---------- 127 M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____)(.001) = ---------- ____ Cu. Yds. (****) = ____ Tons
Asphalt (****) = ---------- ____ Tons

ASPHALTIC CONCRETE

Roadway (P) ____ x (L) ____ x (a) ____ x (Tons/Sq. ft. 1" Thick)**** ____ = ____
Shoulders (R) ____ x (L) ____ x (b) ____ x ____ = ____
---------- ____ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ____ x (L) ____ x .0000187 = ---------- ____ Tons

OIL MAT WEARING SURFACES

((P)(OS) 50 x (L) 1850)

Penetration Asphalt (****) = ---------- 37 Tons
Emulsified Asphalt ( ) = ---------- 11 Tons

Aggregates
1¼"–¾" ( ) = 226 Cu. Yds. (****) = ____ Tons
¾"–½" ( ) = 93 Cu. Yds. ( ) = ____ Tons
½"–¼" ( ) = 93 Cu. Yds. ( ) = ____ Tons
¼"–#10 ( ) = 93 Cu. Yds. ( ) = ____ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

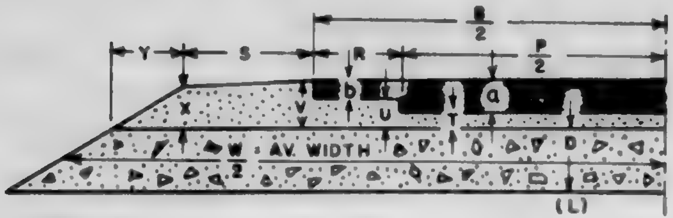
8" Base 2" Leveling 3" Surfacing

Surfacing Calculation Sheet Sheet 2 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

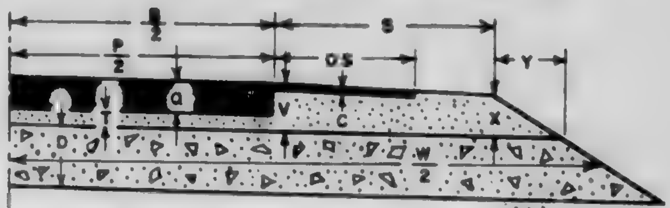
Calculations for Bullards Bridge Bar io.
Made by Oakes 7-29, 1958 Checked by ____________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1155 To Sta. 1215 = (L) 6000 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING — **NET QUANTITIES**

[illegible] $\left(\frac{(W)\ 43.335 \times (D)\ .77083 \times (L)\ 6000}{27}\right)(1.30)^{*}$ = ---------- 9645 Cu. Yds.

(****) = ---------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** $\left[\frac{((R)\ \_\_ \times (U)\ \_\_) + ((P)\ 22 \times (T)\ .16667)}{27}\right]$ ((L) 6000) = 815

Shoulders $\left[\frac{\left(\frac{(V)\ .1667 + (X)\ .1667}{2} \times (S)\ 9\right) + \left(\frac{(X)\ .1667}{2} \times (Y)\ 5\right) - ((OS)\ \_\_ \times (C)\ \_\_)^{***}}{27}\right]$ (2)((L) 6000) = 685

(1.30) = 1950 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material
______ Cu. Yds. x .020 = ______
______ Tons x .016 = ______

Crushed Material
11575 Cu. Yds. x .025 = ______
______ Tons x .020 = ______

Earthwork
______ Cu. Yds. x .001 = ______

---------- 290 M-Gals.

BINDER COURSE

Aggregates ((B) ______ x (L) ______) (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (**** Tons/Sq. ft. 1" Thick) ______ = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

---------- ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------- ______ Tons

OIL MAT WEARING SURFACES

(P)/(OS) 24 x (L) 6000

Penetration Asphalt (****) = ---------- 58 Tons

Emulsified Asphalt ( ) = ---------- 17 Tons

Aggregates
1¼"-¾" ( ) = 351 Cu. Yds. (****) = ______ Tons
¾"-½" ( ) = 144 Cu. Yds. ( ) = ______ Tons
½"-¼" ( ) = 144 Cu. Yds. ( ) = ______ Tons
¼"-#10 ( ) = 144 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

8" Base - 2" Lev. [illegible] O-M Surf.

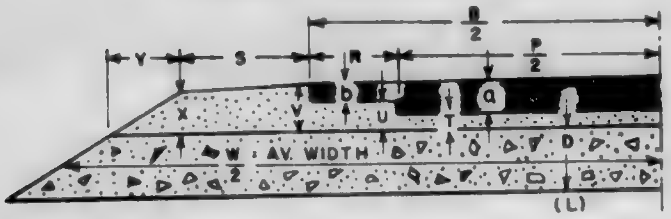
Surfacing Calculation Sheet Sheet 3 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Bullards Br. - Bandon Taper

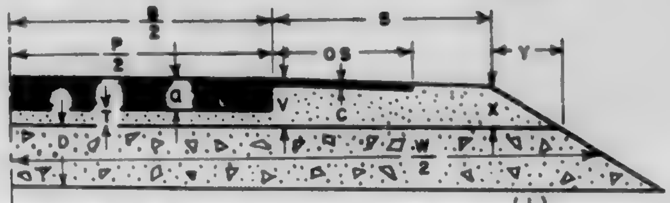
Made by ______________, 19____ Checked by ______________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ________ Feet (L)

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1124+35 To Sta. 1129+00 = 465 Feet (L)
1147+50 1155+00 750
1220+00 1228+75 875

2090

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{52.3125 \ (W) \times .77083 \ (D) \times 2090 \ (L)}{27}\right)(1.30)^{*}$ = ---------- 4057 Cu. Yds.

(****) = ---------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\ (R) \times (U)\ )^{**} + (35 \ (P) \times .16667 \ (T))}{27}\right]$ (2090 (L)) = 451

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2} \times 7 \ (S)\right)+\left(\frac{(X)}{2} \times (Y)\right)-\left((OS) \times (C)\right)^{***}}{27}\right]$ 0.5 (2)(2090 (L)) = 187

(1.30) = 829 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material
- ______ Cu. Yds. x .020 = ______
- ______ Tons x .016 = ______

Crushed Material
- 4886 Cu. Yds. x .025 = ______
- ______ Tons x .020 = ______

Earthwork ______ Cu. Yds. x .001 = ______

---------- 122 M-Gals.

BINDER COURSE

Aggregates ((B) x (L))(.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------- ______ Tons

ASPHALTIC CONCRETE

Roadway ____ (P) x ____ (L) x ____ (a) x ____ (Tons/Sq. ft. 1" Thick) **** = ______

Shoulders ____ (R) x ____ (L) x ____ (b) x ____ = ______

---------- ______ Tons

TACK COAT

Emulsified Asphalt ____ (WIDTH) x ____ (L) x .0000187 = ---------- ______ Tons

OIL MAT WEARING SURFACES

(P)/(OS) 37 x (L) 2090

Penetration Asphalt (****) = ---------- 31 Tons

Emulsified Asphalt ( ) = ---------- 9 Tons

Aggregates
- 1¼"-¾" ( ) = 189 Cu. Yds. (****) = ______ Tons
- ¾"-½" ( ) = 77 Cu. Yds. ( ) = ______ Tons
- ½"-¼" ( ) = 77 Cu. Yds. ( ) = ______ Tons
- ¼"-#10 ( ) = 77 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

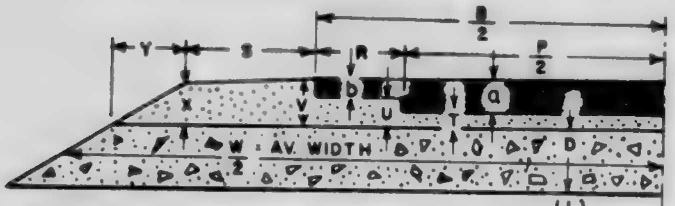
8" base 2" leveling 0-1" Surfacing

Surfacing Calculation Sheet Sheet 4 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

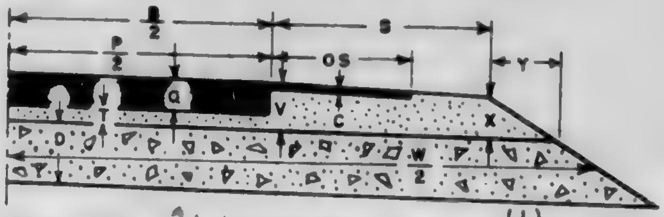
Calculations for Bullard's Bridge - Ba[illegible]
Made by [illegible], 19 [illegible] Checked by ________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ______ = _____ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 3+50 To Sta. 16+50 = (L) 1300 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING — NET QUANTITIES

$\left(\frac{\overset{(W)}{41.3125} \times \overset{(D)}{.77083} \times \overset{(L)}{1300}}{27}\right)(1.30)^{*}$ = ---------- 1993 Cu. Yds.
(****) = ---------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** $\left[\frac{(\overset{(R)}{} \times \overset{(U)}{}) + (\overset{(P)}{28} \times \overset{(T)}{.16667})}{27}\right](\overset{(L)}{1300}) = 209$

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{}+\overset{(X)}{}}{2} \times \overset{(S)}{}\right) + \left(\frac{\overset{(X)}{}}{2} \times \overset{(Y)}{}\right) - \left(\overset{(OS)}{} \times \overset{(C)}{}\right)^{***}}{27}\right](2)(\overset{(L)}{1300}) = 80$

(1.30) = 381 Cu. Yds.
(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
2374 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

---------- 59 M-Gals.

BINDER COURSE

Aggregates $\left(\overset{(B)}{} \times \overset{(L)}{}\right)(.001)$ = ---------- ________ Cu. Yds. (****) = ________ Tons
Asphalt (****) = ---------- ________ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick) **** ______ = ______
Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______
---------- ________ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------- ________ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = ---------- 26 Tons
Emulsified Asphalt ( ) = ---------- 7 Tons

Aggregates $\left(\overset{(P)(OS)}{50} \times \overset{(L)}{1300}\right)$
1¼"-¾" ( ) = 159 Cu. Yds. (****) = ________ Tons
¾"-½" ( ) = 65 Cu. Yds. ( ) = ________ Tons
½"-¼" ( ) = 65 Cu. Yds. ( ) = ________ Tons
¼"-#10 ( ) = 65 Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

8" Base-2 [illegible]

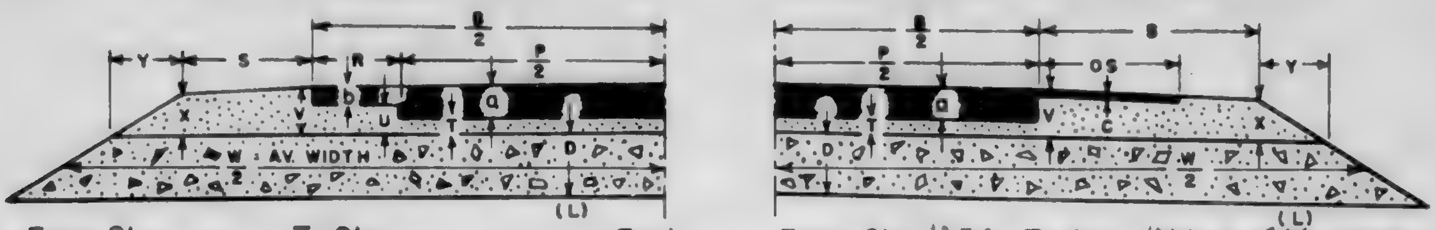
Surfacing Calculation Sheet Sheet 5 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Bullards Bridge-Bandon. A Line

Made by Oakes 7-29, 1952 Checked by ____________, 19____

HALF SECTION (Paved Shoulder) HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

From Sta. 1220 To Sta. 1214 = (L) 900 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING — NET QUANTITIES

24 [illegible] $\left(\frac{31.3125 \times .7708 \times 900}{27}\right)(1.30)^{*}$ = ---------------- 1047 Cu. Yds.

(****) = ---------------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** $\left[\frac{(\ (R)\ \times\ (U)\ ) + (\ (P)\ 16 \times (T)\ [illegible]\ )}{27}\right]$((L) [illegible]) = 89

Shoulders $\left[\frac{(\frac{(V) + (X)}{2} \times (S)\ 6) + (\frac{(X)}{2} \times (Y)\ .5) - ((OS) \times (C))^{***}}{27}\right]$(2)((L) 900) = 69

(1.30) = 265 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material: ______ Cu. Yds. x .020 = ______; ______ Tons x .016 = ______

Crushed Material: 1252 Cu. Yds. x .025 = ______; ______ Tons x .020 = ______

Earthwork: ______ Cu. Yds. x .001 = ______

---------------- 31 M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____)(.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

---------------- ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------------- ______ Tons

OIL MAT WEARING SURFACES

(P)/(OS) 18 x (L) 900

Penetration Asphalt (****) = ---------------- 7 Tons

Emulsified Asphalt ( ) = ---------------- 2 Tons

Aggregates:

1¼"-¾" ( ) = 40 Cu. Yds. (****) = ______ Tons

¾"-½" ( ) = 16 Cu. Yds. ( ) = ______ Tons

½"-¼" ( ) = 13 Cu. Yds. ( ) = ______ Tons

¼"-#10 ( ) = 11 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

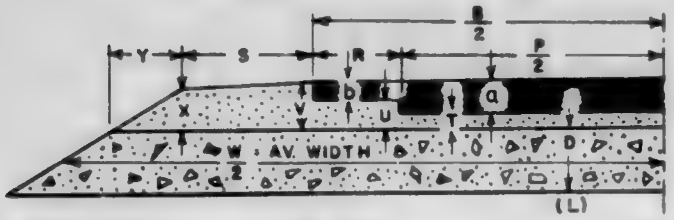
Surfacing Calculation Sheet [illegible] Co. Rd. [illegible] Sheet 6 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

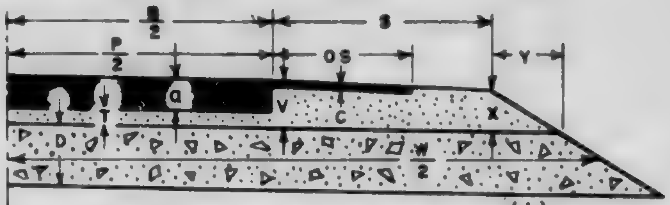
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1214+50 To Sta. 1226+25 = 1125 Feet
4+50 10+50 1500+Str
17+00 31+00 1300
2950

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

31 . 38 [illegible]

$\left(\frac{\overset{(W)}{32\ [illegible]} \times \overset{(D)}{[illegible]} \times \overset{(L)}{2950}}{27}\right)(1.30)^{*}$ = ------------------ 2375 Cu. Yds.

(****) = ------------------ ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\overset{(R)}{\quad} \times \overset{(U)}{\quad})^{**} + (\overset{(P)}{20} \times \overset{(T)}{.166})}{27}\right](\overset{(L)}{2950})$ = 369

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{\quad}+\overset{(X)}{\quad}}{2} \times \overset{(S)}{5}\right)+\left(\frac{\overset{(X)}{\quad}}{2} \times \overset{(Y)}{\quad}\right)-\left(\overset{(OS)}{\quad} \times \overset{(C)}{\quad}\right)^{***}}{27}\right](2)(\overset{(L)}{2950})$ = 191

(1.30) = 722 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
3097 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

------------------ 77 M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____)(.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ------------------ ________ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

------------------ ________ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ------------------ ________ Tons

OIL MAT WEARING SURFACES

$\left(\overset{(P)\ (OS)}{22} \times \overset{(L)}{2950}\right)$

Penetration Asphalt (****) = ------------------ 26 Tons

Emulsified Asphalt ( ) = ------------------ 7 Tons

Aggregates
1¼"-¾" ( ) = 158 Cu. Yds. (****) = ________ Tons
¾"-½" ( ) = 65 Cu. Yds. ( ) = ________ Tons
½"-¼" ( ) = 65 Cu. Yds. ( ) = ________ Tons
¼"-#10 ( ) = 65 Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

RECEIVED
[illegible] 1958
FOR FILING

DF-109 (8)

5343

August 5, 1958

George E. Blaisdell and Son
5135 N. Interstate Avenue
Portland, Oregon

Gentlemen:

At the bid opening held in Salem on July 10, 1958 you submitted the low bid in the amount of $267, 357.50 for grading and oiling the Bullards Bridge-Bandon Section of the Oregon Coast Highway, Coos County. There were seven higher bids.

These bids were referred to the State Highway Commission at its meeting on July 31, 1958 at which time the Commission elected to reject all bids and to readvertise the project under revised specifications calling for alternate bids. I am not presently advised as to just when the project will be readvertised, but you are on our mailing list to receive our "Notice to Contractors" and it will be listed there along with others.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: W. C. Williams

REFERRED TO
Query
BY SECRETARY

NOTED
FLOYD QUERY

RECEIVED
SEP 5 - 1958
FOR FILING
DF-109(8)
5343

R

July 31, 1958

BULLARDS BRIDGE-BANDON SECTION

Crushed Gravel Base	5"
Leveling Course	2"
Asphaltic Concrete Pavement	3½"

Item	Unit	Net	Allow.	Quantity	Price	Amount
(a) 1½"-0 Crushed Base	Cu. Yds.	12,032	1,208	13,240	$ 4.30	$ 56,932.00
(b) 3/4"-0 Leveling Course	Cu. Yds.	3,241	329	3,570	4.30	15,351.00
454 45 (c) Asphaltic Concrete Pavement	Tons	8,316	834	9,150	9.25	84,637.50
(d) 3/4"-0 in Shoulders	Cu. Yds.	2,510	250	2,760	4.30	11,868.00
(e) Sprinkling	M-gal.	445	45	490	2.50	1,225.00
(f) Furnish & Place Aggregate	Cu. Yds.	810	40	850	6.50	5,525.00
(g) 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
(h) RC-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						$180,588.50

SAME WITH MR. HINSDALE'S PRICES

Item	Unit	Net	Allow.	Quantity	Price	Amount
(a) 1½"-0 Crushed Base	Cu. Yds.	12,032	1,208	13,240	$ 3.75	$ 49,650.00
(b) 3/4"-0 Leveling Course	Cu. Yds.	3,241	329	3,570	3.85	13,744.50
(c) Asphaltic Concrete Pavement	Tons	8,316	834	9,150	8.30	75,945.00
(d) 3/4"-0 in Shoulders	Cu. Yds.	2,510	250	2,760	3.85	10,626.00
(e) Sprinkling	M-gal.	445	45	490	2.50	1,225.00
(f) Furnish & Place Aggregate	Cu. Yds.	810	40	850	6.50	5,525.00
(g) 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
(h) RC-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						$161,765.50

Standard Design.

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DF-109(8)
5343

R

July 31, 1958

BULLARDS BRIDGE-BANDON SECTION

Crushed Gravel Base 5"
Leveling Course 2"
Asphaltic Concrete Pavement 3½"

4 5"
" 5"

Item	Unit	Net	Allow.	Quantity	Price	Amount
(a) 1½"-0 Crushed Base	Cu. Yds.	12,032	1,208	13,240	$ 4.30	$ 56,932.00
(b) 3/4"-0 Leveling Course	Cu. Yds.	3,241	329	3,570	4.30	15,351.00
(c) Asphaltic Concrete Pavement	Tons	8,316	834	9,150	9.25	84,637.50
(d) 3/4"-0 in Shoulders	Cu. Yds.	2,510	250	2,760	4.30	11,868.00
(e) Sprinkling	M-gal.	445	45	490	2.50	1,225.00
(f) Furnish & Place Aggregate	Cu. Yds.	810	40	850	6.50	5,525.00
(g) 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
(h) RC-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						$180,588.50

SAME WITH MR. HINSDALE'S PRICES

(a) 1½"-0 Crushed Base	Cu. Yds.	12,032	1,208	13,240	$ 3.75	$ 49,650.00
(b) 3/4"-0 Leveling Course	Cu. Yds.	3,241	329	3,570	3.85	13,744.50
(c) Asphaltic Concrete Pavement	Tons	8,316	834	9,150	8.30	75,945.00
(d) 3/4"-0 in Shoulders	Cu. Yds.	2,510	250	2,760	3.85	10,626.00
(e) Sprinkling	M-gal.	445	45	490	2.50	1,225.00
(f) Furnish & Place Aggregate	Cu. Yds.	810	40	850	6.50	5,525.00
(g) 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
(h) RC-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						$161,765.50

Standard Design.

July 31, 1958

BULLARDS BRIDGE-BANDON SECTION

Crushed Gravel Base 8"
Leveling Course 2"
0-11 Surfacing 1¼"

Item	Unit	Net	Allow.	Quantity	Price	Amount
(a) 1½"-0 Crushed Base	Cu. Yds.	20,081	2,019	22,100	$ 4.30	$ 95,030.00
(b) 3/4"-0 Leveling Course	Cu. Yds.	4,955	495	5,450	4.30	23,435.00
(c) Sprinkling	M-gal.	626	64	690	2.50	1,725.00
(d) Preparation of Base	Mile	1.88	--	1.88	150.00	282.00
(e) Furnishing & Placing Aggregate	Cu. Yds.	2,503	127	2,630	6.50	17,095.00
(f) 200-300 Asphalt	Tons	185	15	200	45.00	9,000.00
(g) RS-2 Asphalt	Tons	53	7	60	47.00	2,820.00
						$149,387.00

SAME WITH MR. HINSDALE'S PRICES

(a) 1½"-0 Crushed Base	Cu. Yds.	20,081	2,019	22,100	$ 3.75	$ 82,875.00
(b) 3/4"-0 Leveling Course	Cu. Yds.	4,955	495	5,450	3.85	20,982.50
(c) Sprinkling	M-gal.	626	64	690	2.50	1,725.00
(d) Preparation of Base	Mile	1.88	--	1.88	150.00	282.00
(e) Furnishing & Placing Aggregate	Cu. Yds.	2,503	127	2,630	6.25	16,437.50
(f) 200-300 Asphalt	Tons	185	15	200	47.00	9,400.00
(g) RS-2 Asphalt	Tons	53	7	60	54.00	3,240.00
						$134,942.00

Hinsdale Proposal

July 30, 1958

BULLARDS BRIDGE-BANDON SECTION

Crushed Gravel Base 10 3/4"
Leveling Course 2"
0-11 Surfacing 1 1/4"

Item	Unit	Net	Allow.	Quantity	Price	Amount
(a) 1½"-0 Crushed Base	Cu. Yds.	27,920	2,790	30,710	$ 4.30	$132,053.00
(b) 3/4"-0 Leveling Course	Cu. Yds.	4,955	495	5,450	4.30	23,435.00
(c) Sprinkling	M-gal.	821	79	900	2.50	2,250.00
(d) Preparation of Base	Mile	1.88	--	1.88	150.00	282.00
(e) Furnishing & Placing Aggregate	Cu. Yds.	2,503	127	2,630	6.50	17,095.00
(f) 200-300 Asphalt	Tons	185	15	200	45.00	9,000.00
(g) RS-2 Asphalt	Tons	53	7	60	47.00	2,820.00
						$186,935.00

SAME WITH MR. HINSDALE'S PRICES

Item	Unit	Net	Allow.	Quantity	Price	Amount
(a) 1½"-0 Crushed Base	Cu. Yds.	27,920	2,790	30,710	$ 3.75	$115,162.50
(b) 3/4"-0 Leveling Course	Cu. Yds.	4,955	495	5,450	3.85	20,982.50
(c) Sprinkling	M-gal.	821	79	900	2.50	2,250.00
(d) Preparation of Base	Mile	1.88	--	1.88	150.00	282.00
(e) Furnishing & Placing Aggregate	Cu. Yds.	2,503	127	2,630	6.25	16,437.50
(f) 200-300 Asphalt	Tons	185	15	200	47.00	9,400.00
(g) RS-2 Asphalt	Tons	53	7	60	54.00	3,240.00
						$167,754.50

Standard Design D-11

July 30, 1958

BULLARDS BRIDGE-BANDON SECTION

Crushed Gravel Base	8½"
Leveling Course	2 "
A. C. Pavement	3½"

Oiled Shoulders

Item	Unit	Net	Allow.	Quantity	Price	Amount
(a) 1½"-0 Crushed Base	Cu. Yds.	20,702	2,068	22,770	$ 4.30	$ 97,911.00
(b) 3/4"-0 Leveling Course	Cu. Yds.	3,241	329	3,570	4.30	15,351.00
(c) Asphaltic Concrete Pavement	Tons	8,316	834	9,150	9.25	84,637.50
(d) 3/4"-0 in Shoulders	Cu. Yds.	2,510	250	2,760	4.30	11,868.00
(e) Sprinkling	M-gal.	662	68	730	2.50	1,825.00
(f) Furnishing & Placing Aggregate	Cu. Yds.	810	40	850	6.50	5,525.00
(g) 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
(h) RS-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						$222,167.50

SAME WITH MR. HINSDALE'S PRICES

(a) 1½"-0 Crushed Base	Cu. Yds.	20,702	2,068	22,770	$ 3.75	$ 85,387.50
(b) 3/4"-0 Leveling Course	Cu. Yds.	3,241	329	3,570	3.85	13,744.50
(c) Asphaltic Concrete Pavement	Tons	8,316	834	9,150	8.30	75,945.00
(d) 3/4"-0 in Shoulders	Cu. Yds.	2,510	250	2,760	3.85	10,626.00
(e) Sprinkling	M-gal.	662	68	730	2.50	1,825.00
(f) Furnishing & Placing Aggregate	Cu. Yds.	810	40	850	6.50	5,525.00
(g) 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
(h) RS-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						$198,103.00

COMMISSIONERS
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SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

July 29, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Williams:

Enclosed you will find a file left with me this morning by Mr. Howard Hinsdale.

Howard's statement to me when he left was that all he would like to have the State do was to prepare a specification that would give him the opportunity to bid on the rock he would like to furnish. He states that it is quite all right for anyone in the State's employ to make the specification as they see fit just so that he would have the chance to bid on the rock work involved.

Yours very truly,

M. K. McIver

MKM:f
Enc.

RECEIVED
JUL 30 1958
OREGON
STATE HIGHWAY COMMISSION

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

July 28,1958

Mr. Milo K. McIver; Chairman
Oregon State Highway Commission
225 S.W.Broadway
Portland 5, Oregon

Subject; Bullards Bridge Bandon Section
Oregon Coast Highway

Dear Mr. McIver;

First allow me to apologize for the 7;00 A.M. Special Delivery letter; I did not realize our mail service was that efficient.

Mr. Coopers letter of July 10,1958 gave us what the State considered and adequate design using Umpqua gravel in comparison to their Asphaltic Stabilization Experiment.

We all want the State to build the best possible roads at the lowest possible cost, therefore I cannot reconcile myself to being excluded from competition after spending $350,000.00 to help accomplish this objective.

Is the Highway Department now "plagued by a lack of suitable road building materials in the Coos bay-Bandon area " at a constantly increasing price somewhat in proportion to the distance from the Umpqua River? We think not, based on the Cost Estimates; prepared at the request of Mr. Tom Edwards, by Mr. Juve's office.

ESTIMATED COMPARISONS:

L. Asphaltic Stabilized base and 0-11		$136,014.00
2. 5" Crusher -run base; 2" 3/4"-0 Leveling x Plus 0-11	$100,309.00	
3" Crusher-run base (8400 yds @ $3.75	31,500.00	
(10 Inches of base plus 0-11)		131,809.00
Estimated dollar saving using gravel July 2,1958		$ 4,205.00

We cannot reconcile Mr. Coopers $180,000.00 with the actual figure of $131,809.00 $48,191.00 difference.

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

The Facts seem to boil-down to this;

1. The State has always encouraged competition; why not in this case?
2. We think that the dollar saving to the State would exceed anything we have estimated for the reason; that now we are comparing larger quantities of gravel, and cost should be less. A bid Gravel against Asphalt will give this answer.
3. At least $15,000.00 additional labor dollars would be left in Oregon
4. The State Land Board would have an additional $2,893.00 in royalty
5. We think other savings, would accrue; especially in the amount of selected road bed topping which is now 18 inches.
6. No matter how the problem is analyzed; Umpqua Gravel will build a proven quality road cheaper, and is no experiment.
7. Would it not make more sense to try the Asphalt Experiment some-place w here hard rock is not competitive ?

Iam attaching pertinent parts of the file for your convenience, Mr. Tugmans Editorial attached was not solicited, but it did please me.

In my conference with Mr. W.C.Williams, it was apparent that he did not have all of the facts that should have been available to him. I have a very high regard for Mr. Williams and I told him that we would be completely satisfied with his decision.

Yours very truly

O.H.Hinsdale
President

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

July 24, 1958

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

SUBJECT: Bullards Bridge-Bandon Section
Oregon Coast Highway

Dear Mr. Williams:

We thought this letter would be in order to confirm the subjects covered in our conference of July 22nd and also to answer Mr. Cooper's letter of July 10, 1958.

1. Our company operates a commercial gravel plant and we do not bid on grading contracts unless 50% or over of the contract involves the use of our materials.
2. All bidders are given identical prices.
3. We have made a very large investment in barges, land, and floating equipment for the specific purpose of making our product competitive with materials from Quarries ~~and~~ in areas such as Bandon and Davis Slough. As I explained to you, water transportation makes it possible for us to deliver at Bandon cheaper than Lakeside or Hauser.
4. As early as ~~April~~ September, 1957, Mr. Tom Edwards was advised of our plans and in March of 1958 an indication of price was quoted to Mr. Edwards and made definite as per letter from Mr. Maurice Juve, July 2, 1958.
5. We are still hopefull that a further study of design using gravel will be made and that we can compete with Asphaltic Soil Stabilization on the present contract. Certainly there are some unknown factors with soil stabilization that do not exist with gravel.

The following summary in answer to Mr. Cooper's letter of July 10, 1958, the details of which were given you July 22, 1958:

Item #1 Asphaltic stabilized base 6" plus 0-11	(7½ inches) as bid		$128,893.00
Item #2 Crushed gravel 10" plus 0-11	(11½ inches)		119,823.50
Cash dollar saving			9,069.50
Additional labor dollars for Oregon			15,598.00
Total benefit to State			$24,667.50
Item #4 Asphaltic Base 6" plus 0-11 Plus 3½" Asphaltic Concrete with Oiled Shoulders	(10 3/4 inches)		$235,328.00
Item #3 Crushed gravel 7" plus 3½" Asphaltic Concrete plus oiled shoulders	(10½ inches)		174,335.00
			60,993.00
State Land Board		2,893.00	
Selected Subbase		6,840.00	9,733.00
A SAVING OF $35,363.00 PER MILE BY DOING A PROVEN JOB NOW			$70,726.00
Item #4 Asphaltic Base 6" plus 0-11 plus 3½" Asphaltic Concrete with oiled shoulders	(10 3/4 inches)		$235,328.00
Item #5 Crushed Gravel base 10" plus 3½" Asphaltic Concrete with Oiled Shoulders	(13½ inches)		208,117.00
			27,211.00
State Land Board		3,630.00	
Selected Subbase		6,840.00	10,470.00
			37,681.00
Additional Labor Dollars for Oregon			15,598.00
Total Benefit to State of Oregon			$53,279.00

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

Mr. W. C. Williams, State Highway Engineer
Page - 3

July 24, 1958

As I stated to you, we have not quoted prices on the larger volumes of Item #2 and Item #5, should either of these be made an alternate, our gravel prices would be decreased.

Mr. Williams, we appreciate the study that you have given this matter, and hope that you will contact us if you find our figures incorrect in any way.

Yours very truly,

O. H. Hinsdale, President

Copy: Mr. C. G. Polk, Division Engineer
Bureau of Public Roads

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

July 24, 1958

Mr. C. O. Polk, Division Engineer
Bureau of Public Roads
Salem, Oregon

Dear Mr. Polk:

As you suggested, I talked with Mr. M. E. Martin on July 22nd and gave him a set of comparisons on the Bullards Bridge-Bandon Section of the Oregon Coast Highway. This information together with a copy of our letter to Mr. Williams for your reference.

Yours very truly,

O. H. Hinsdale, President

Encl.

tians weren't here to pressure Coos county into talking routes. "We just want to say that our area needs an outlet to a seaport. It's your job to convince everyone that Coos Bay is the right

fine ports — the Port of Umpqua or Coos Bay. What are we waiting for buckos? As Loren Gerhard, chairman of our highway committee says — a bashful maiden seldom gets kissed.

7/24/58

Port Umpqua Courier

The Issue: A Chance to Compete

The people of the Port Umpqua area are NOT trying to tell Oregon's highway engineers how to build roads in their protests against the use of an experimental asphaltic formula on the Bullard's Bridge Bandon section of the new U.S. cutoff from Coos Bay. They are asking the right to compete for this job and the remainder of the cutoff work with Umpqua river gravel and crushed rock than which there is no better road foundation material. They are protesting the exclusive nature of the specifications.

Emphatically, the people of the Port Umpqua area are NOT ASKING ANY SPECIAL FAVORS. If Umpqua River Navigation Co. cannot deliver rock base for these highway jobs between Coos Bay and Bandon at a price which will SAVE MONEY to the state, then there will be no more protests. But — the only way to find out is for the Highway Commission to permit bids upon ALTERNATE SPECIFICATIONS.

Highway engineers are claiming — on the basis of preliminary calculations — that the asphaltic mix with jobsite materials will provide overall savings, and the only question in their minds seems to be the stability and lasting quality of the end product. No such question of stability or durability attaches to highways built on good rock base, and the Umpqua River Navigation people maintain they can save the state substantial sums of money because of improved machinery and methods they have adopted recently. These improvement in rock production and delivery include:

1. Huge new terminals for handling rock and gravel at Coos Bay and Bandon.

2. Huge new barges for carrying the rock and gravel to Coos Bay and Bandon.

3. Crushers and conveyors mounted on the dredges which load directly into the sea-going barges.

These new economies in rock production, processing and transportation may be the key to the whole situation. Permitting Umpqua River Navigation Co. to bid on tried and time tested specifications will NOT eliminate the asphalt people (who have been screaming ever since Portland Cement cut in on some of the new superhighways) because asphalt would probably still be the major material for surfacing on U.S. 101.

The integrity of Oregon's highway engineers has always been above question. Their failure to call for alternates on this portion of Highway 101 must be attributed to assumptions based on outmoded cost facts, and URNCO must accept some of the blame for "hiding its light under a bushel"

If this community seems to be super-sensitive on the subject of EMPLOYMENT, justification can be found in depression statistics, because with the lumber industry sick abed so many months, the rock and gravel industries have kept a lot of people off relief. Even so, we ask no special favors — only the chance to COMPETE.

Cooper –

Independent calculations show

① Hinsdales #2, sheet 3, item a

22 800 cy

② Jones 10 3/4" base, last item sheet #2

29,900 cu yds

③ Leveling course omitted (Jo
item 14, sheet I

4 $\frac{8" \text{ (Hinsdale \#2}}{10.75 \text{ (our item 1, sheet 1}}$ = 0.745

⑤ 29,900 × 0.745 = 22,300

⑥ The hole in the donut.
Hinsdale is only estimating on
0.745 normal base design

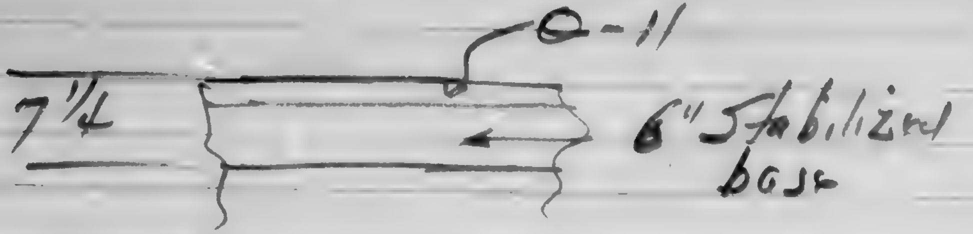
Bullards Bridge - Bandon

① As specified

Estimated prices
Bid Price

Cost $136,014

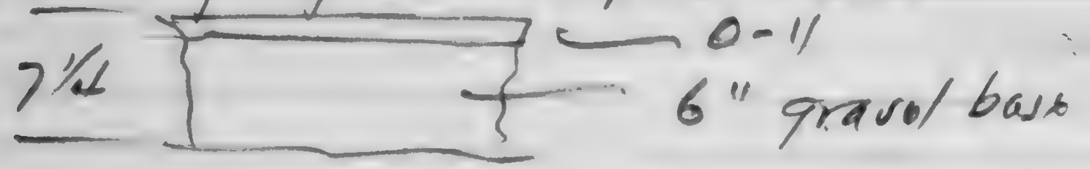
Bid 128278.-


7¼
0-11
6" Stabilized base

② As proposed by Hinsdale

Cost $100,300

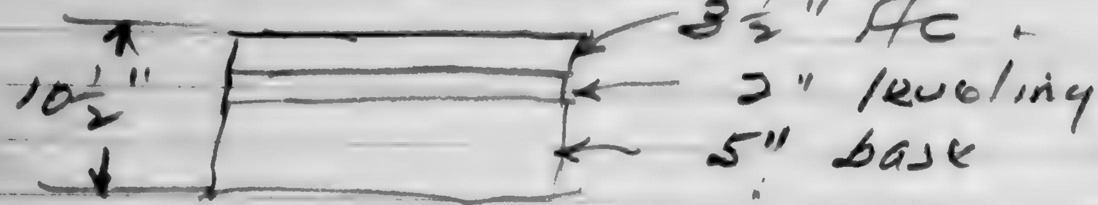
$106,653


7¼
0-11
6" gravel base

③ As per conventional design

Cost $169,425

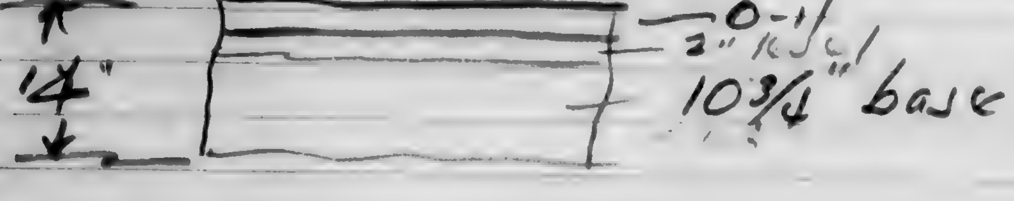
$178,370


10½"
3½" AC
2" leveling
5" base

④ As per conventional design

Cost 166.099

$181.688

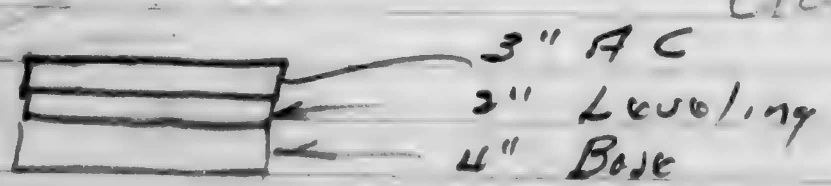

14"
0-11
2" level
10¾" base

⑤ BPR North of Hauser

Actual Cost 63,830 per mile

or $120,000

for 1.88 mile = $120.000


3" AC
2" Leveling
4" Base

[illegible]
[illegible]

Details

1. Asphaltic Stabilized Base with 0-11 Surfacing as bid

a	Asphaltic Stab. Base	24300 Tons	$2.25	$54675.00	
b	200-300 Asphalt in Base	1200 Tons	38.00	45600.00	
c	Preparation of Base	1.88 miles	150.00	282.00	
d	Furnishing & Placing Aggregates	2530 cu. yds	6.70	16945.00	
e	200-300 Asphalt	190 Tons	45.00	8550.00	
f	RS-2 Asphalt	58 Tons	47.00	2726.00	
g	Sprinkling	210 M/Gals.	2.[illegible]	615.00	$128893.00

1¼

2 Crushed Gravel Base 8" - 1½"-0" with 0-11 Surfacing
2" ¾"-0"

a	1½"-0" Crushed Base	22400 cu. yds.	$3.75	$84000.00	
b	¾"-0" Leveling Course	4000 cu yds	3.85	15400.00	
c	Sprinkling	1000 M/Gals.	2.00	2000.00	
d	Preparation of Base	1.88 miles	150.00	282.00	
e	Furnishing & Placing Aggregates	2530 cu. yds.	6.25	15812.50	
f	200-300 Asphalt	190 Tons	47.00	8930.00	
g	RS-2 Asphalt	58 Tons	54.00	3132.00	$129556.50

11¼

Notes —

Item 2 a. is based on Mr. Paulson yardage for 5" of base which is 14,000 cu. yds × 8/5 = 22,400 cu. yds

Item 2 c. Amount of water needed for 10" of Crushed rock should be worked up by Highway Eng. The figure entered here is in excess based on the fact that 7" on base required 500 M/gals.

Item 2 e-f-g are based on quotes from only one oiling contractor - more quotes would be necessary prior to bidding.

Item 2 b - ¾"-0" Leveling Course - Price is based on 45% fractured crushed gravel which does not have to go thru Rdpt. Plant.

Item 2 a-b & e possibly could be a little lower price per unit due to the increased volume in this Item.

Bullard's Bridge - Bandon Section
Oregon Coast Highway

tem ③ Crushed Gravel Base 5" 1½"-0"
2" ¾"-0"
Asphaltic Concrete Pavement 3½"
Shoulders to be Oiled.

a.	1½"-0" Crushed base	14000 cu.yds	$3.75	$52500.00	
b.	¾"-0" Leveling Course	4000 cu.yds	3.85	15400.00	
c.	Asphaltic Concrete Pavement	10200 tons	8.30	84660.00	
d.	¾"-0" in shoulders	2500 cu.yds.	3.85	9625.00	
e.	Sprinkling	500 M/gals.	2.50	1250.00	
f.	Furnishing & Placing Agg.	900 cu.yds.	6.50	5850.00	
g.	200-300 Asphalt	70 Tons	55.00	3850.00	
h.	RC-2 Asphalt	20 Tons	60.00	1200.00	$174335.00

10½

Comparing Item No 2		$129556.50	
of which			
a. State Land board 10¢ per yd.	$2893.00		
b. Savings on depth of Selected Sub-base 18" to 12" @ 51¢	6840.00	9733.00	
		119823.50	
With Item No. 1		128893.00	
			9069.50

Labor Comparison

Manufacturing & Placing Gravel				
Item 2-a-	86600.00			
Item 2-b-	15400.00			
	101690.00	x 35%	35514.00	
Purchasing & Mixing Asphalt				
Item 1-a	37675.00	x 35%	13186.00	
1-b.	45600.00	x 15%	6840.00	
				15598.00
Funds best Utilized for the State of Oregon based on best figures available at this Time.				$24667.50

[illegible] do Bridge – Bandon [illegible]ection
Oregon Coast Highway

4)

Total of Item No 1 — $128893.00

Future Pavement – 3½" Asphaltic Concrete
plus oiled Shoulders

a	Asphaltic Concrete Pavement	10 200 Tons	$8.30	84,660.00
b	¾"-0" in Shoulders	2 500 cu. yds.	$3.85	9625.00
c	Sprinkling	100 M/Gals.	2.50	250.00
d	Furnishing + Placing Aggor	900 cu. yds.	6.50	5850.00
e	200–300 Asphalt	70 Tons	55.00	3850.00
f.	RC-2 Asphalt	20 Tons	60.00	1200.00

106435.00
235328.00

Total thickness 7¼ + 3½ = 10¾"

Less Item 3 7" + 3½" = 10½

174335.00
60993.00

State Land Board $2893.00
Selected Sub base 6840.00
9733.00
$70726.00

Oregon Savings of $70,726.00 by doing good job now.

$35,363.00 per mile

Crushed Gravel Base 8" – 1½"-0" with 3½" Asphaltic Concrete Pavement
2" ¾"-0"

Item No 2 a-b-c + d 101682.00
Item No 4 a thru f. 106435.00
208117.00

[illegible]

Item No 4 Total 235328.00
Less Item No 5 208117.00
27211.00

State Land Board 2893.00
Selected Sub-base 6840.00
9733.00
36944.00

Also Under Item 5 More Oregon Labor – $15,598.00

BULLARDS BRIDGE-BANDON SECTION

ESTIMATED COMPARISIONS

As specified

1. Asphaltic Concrete Stabilized Base and O-11 Wearing Surface.

Asphaltic Stabilized Base	24,300	Ton	$ 2.25	$ 54,675.00
200-300 Asphalt in Stabilized Base	1,200	"	42.00	50,400.00
Preparation of Base	1.88	Miles	300.00	564.00
Furnish and Place Aggregates	2,530	Cu. Yd.	6.50	16,445.00
200-300 Asphalt	190	Ton	55.00	10,450.00
RS-2 Asphalt	58	"	60.00	3,480.00
			TOTAL	$136,014.00

As proposed by Hinsdale

2. 5" Crusher Run Base, 2" 3/4"-0 Leveling Course with type O-11 Wearing Surface.

1½"-0 Base Rock	14,000	Cu. Yd.	3.75	$ 52,500.00
3/4"-0 Leveling Course	4,000	" "	3.85	15,400.00
Sprinkling	500	M/Gal.	3.00	1,500.00
Preparation of Base	1.88	Miles	300.00	564.00
Furnish and Place Aggregates	2,530	Cu. Yd.	6.50	16,445.00
200-300 Asphalt	190	Ton	55.00	10,450.00
Asphalt	58	"	60.00	3,450.00
			TOTAL	$100,309.00

125
182,800

Conventional method

3. 5" Crusher Run Base Course, 2" 3/4"-0 Leveling Course, 3½" Asphaltic Concrete Pavement, Oiled Shoulders.

1½"-0 Base Rock	14,000	Cu. Yd.	3.75	$ 52,500.00
3/4"-0 Leveling Course	4,000	" "	3.85	15,400.00
Asphaltic Concrete Pavement	10,200	Ton	7.75	79,050.00
3/4"-0 in Shoulders	2,500	Cu. Yd.	3.85	9,625.00
Sprinkling	500	M/Gal.	3.00	1,500.00
Furnish & Place Aggregates	900	Cu. Yd.	7.00	6,300.00
200-300 Asphalt	70	Ton	55.00	3,850.00
RS-2 Asphalt	20	"	60.00	1,200.00
			TOTAL	$169,425.00

G. E. Paulsen, Cost Estimator
Cost Analyst Section

12" sub.
6"
7" level
60-R

#2 Using State Specifications = 10¾" Crusher Run Base

July 2, 1958

1½-0 Base Rock	31,200	Cu. Yds	3.75	117,000.00
3/4-0 Leveling Cs.	4,000	" "	3.85	15,400.00
Sprinkling	930	M Gal	3.00	2,790.00
Preparation of Base	1.88	Mile	300.00	564.00
Furnish and Place Aggregates	2,530	Cu. Yd	6.50	16,445.00
200-300 Asphalt	190	Ton	55.00	10,450.00
RS 2 Asphalt	58	"	60.00	3,450.00
				166,099.00

Bullar Bridge - Bandon Section ③
Oregon Coast Highway
Hinsdale work Sheets.

2 Asphaltic Stabilized Base with 0-11 Surfacing as bid

a. Asphaltic Stab. Base	24900 Tons	$2.20	$54675.00		
b. 200-300 Asphalt in Base	1200 Tons	38.85	46600.00	7 1/4"	
c. Preparation of Base	1.88 miles	150.00	282.00		
d. Furnishing & Placing Aggregates	2530 cu. yds.	6.50	16445.00		
e. 200-300 Asphalt	190 Tons	45.00	8550.00		
f. RS-2 Asphalt	58 Tons	47.00	2726.00		
g. Sprinkling	210 M/Gals.	2.93	615.00		$128893.00

Item ⑤ Crushed Gravel Base (8") 1½"-0" with 0-11 Surfacing
2" ¾"-0"

a 1½"-0" Crushed Base	22400 cu. yds.	$3.75	$84000.00		
b ¾"-0" Leveling Course	4000 cu. yds	3.85	15400.00		
c. Sprinkling	1000 M/Gals.	2.00	2000.00	11 1/4"	
d Preparation of Base	1.88 miles	150.00	282.00		
e. Furnishing & Placing Aggregates	2530 cu. yds.	6.25	15812.50		
f. 200-300 Asphalt	190 Tons	47.00	8930.00		
g. RS-2 Asphalt	58 Tons	54.00	3132.00		$129556.00

Notes —

Item 2 a. is based on Mr. Paulson yardage for 5" of base which is 14,000 cu. yds x 8/5 = 22,400 cu. yds

Item 2 c. Amount of water needed for 11" of Crushed rock should be worked up by Highway Eng. The figure entered here is in excess based on the fact that 7" on base required 500 M/gals.

Item 2 e-f-g are based on quotes from only one oiling contractor - more quotes would be necessary prior to bidding.

Item 2 b - ¾"-0" Leveling Course - Price is based on 45% fractured - crushed gravel which does not have to go through Rdpt. Plant.

Item 2 a-b & e possibly could be a little lower price per unit due to the increased volume in this Item.

Bulla[illegible]s Bridge – Bandon [illegible]ection
Oregon Coast Highway

③ Crushed Gravel Base 5" 1½"-0"
2" ¾"-0"
Asphaltic Concrete Pavement 3½"
Shoulders to be Oiled.

a.	1½"-0" Crushed base	14000 cu. yds	$\$3^{75}$	$\$52500^{00}$	
b.	¾"-0" Leveling Course	4000 cu. yds	3^{85}	15400^{00}	
c	Asphaltic Concrete Pavement	10200 Tons	8^{30}	84660^{00}	
d.	¾"-0" in shoulders	2500 cu. yds.	3^{85}	9625^{00}	
e	Sprinkling	500 M/gals.	2^{50}	1250^{00}	
f	Furnishing & Placing Agg.	900 cu. yds.	6^{50}	5850^{00}	
g	200-300 Asphalt	70 Tons	55^{00}	3850^{00}	
h.	RC-2 Asphalt	20 Tons	60^{00}	1200^{00}	$\$174335^{00}$

10½

Comparing Item No 2		$\$129556.50$
of which		
a. State Land board 10¢ per yd.	$\$2893^{00}$	
b. Savings on depth of Selected Sub-base 18" to 12" @ 57¢	6840^{00}	9733^{00}
		119823^{50}
With Item No. 1		128893^{00}
		9069^{50}

Labor Comparison

Manufacturing & Placing Gravel			
Item 2-a-	86500^{00}		
Item 2-b-	15400^{00}		
	101640^{00}	x 35%	35514^{00}
Purchasing & Mixing Asphalt			
Items 1-a	59675^{00}	x 35%	13186^{00}
1-b.	45600^{00}	x 15%	6840^{00}
			$15{,}598^{00}$

Funds best Utilized for the State of Oregon based on best figures available at this Time. $\$29667^{50}$

Cus[illegible]do Bridge - Bandon [illegible]ection
Oregon Coast Highway

Item ④

Total of Item No 1 $128893.00

Future Pavement - 3½" Asphaltic Concrete
plus oiled Shoulders

a	Asphaltic Concrete Pavement	10 200 Tons	$8.40	$85,660.00	
b	¾"-0" in Shoulders	2 500 cu.yds.	$3.85	9625.00	
c.	Sprinkling	100 M/Gals	2.50	250.00	
d	Furnishing + Placing Aggr.	900 cu.yds.	6.50	5850.00	
e	200-300 Asphalt	70 Tons	55.00	3850.00	
f.	RC-2 Asphalt	20 Tons	60.00	1200.00	106435.00

Total thickness 7¼ + 3½ = 10¾" 235,328.00

Less Item 3 7" + 3½" = 10½ 174335.00
60993.00

State Land Board $2893.00
Selected Subbase 6840.00 9733.00
$70726.00

Oregon Savings of $70,726.00 by
doing good job now.

$35,363.00 per mile

Item ⑤

Crushed Gravel Base 8" - 1½"-0" with 3½" Asphaltic Concrete
2" ¾"-0" Pavement

Item No 2 a-b-c and d 101682.00
Item No 4 a thru f. 106435.00
208117.00

13½

Item No 4 Total 235328.00
Less Item No 5 208117.00
27211.00

State Land Board 2893.00
Selected Sub-base 6840.00 9733.00
36,944.00

Also Under Item 5 More Oregon
Labor $15,598.00

Form E-49-30M-

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET 1 OF 2 SHEETS

Ballards Bridge - Bandon Section
Estimated Comparisons

1. Asphalt Concrete Stabilized Base and O-11 Wearing Surface			AS CONTRACTED
Asphaltic Stabilized Base	- 24,300 tons	2.25	$ 54,675.00
200-300 Asphalt in Stabilized Base	1,200 "	38.00	45,600.00
Preparation of Base	1.88 miles	150.00	282.00
Furnish and Place Aggregates	2,530 Cu Yd	6.50	16,445.00
200-300 Asphalt	190 ton	45.00	8,550.00
RS-2 Asphalt	58 ton.	47.00	2,726.00
			$ 128,278.00
2. 5" Crusher Run Base, 2" 3/4"-0" Leveling Course with type O-11 Wearing surface.			
1½"-0 Base Rock	14,000 Cu Yd.	4.30	$ 60,200.00
3/4"-0 Leveling Course	4,000 " "	4.30	17,200.00
Sprinkling	500 M Gal.	2.50	1,250.00
Preparation of Base	1.88 Miles	150.00	282.00
Furnish and place Aggregates	2,530 Cu. Yds.	6.50	16,445.00
200 - 300 Asphalt	190 ton	45.00	8,550.00
RS-2 Asphalt	58 ton	47.00	2,726.00
			$ 106,653.00

Form E-48—[illegible]0M—

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

3. 5" Crusher Run Base Course, 2" 3/4"-0 Leveling Course, 3 ½" Asphaltic Concrete Pavement, Oiled Shoulders

1½"-0" Base Rock	14,000 Cu Yd.	4.30	60,200.00
3/4"-0 Leveling Course	4,000 Cu Yd.	4.30	17,200.00
Asphaltic Concrete Pavement	10,200 ton	7.75	79,050.00
3/4"-0' in Shoulders	2,500 Cu. Yd.	4.30	10,750.00
Sprinkling	500 M Gal	2.50	1,250.00
Furnish and Place Aggregates	900 Cu. Yd.	6.50	5,850.00
200-300 Asphalt	70 ton	45.000	3,150.00
RC-2 Asphalt	20 ton	47.00	940.00
			$178,390.00

4. 10 3/4" Crusher Run Base (State Standard), 2" 3/4"-0 Leveling Course with type O-11 Wearing Surface.

1½"-0 Base Rock	31,200 Cu Yd.	4.30	134,160.00
3/4"-0 Leveling Course	4,000 " "	4.30	17,200.00
Sprinkling	930 M Gal	2.50	2,325.00
Preparation of Base	1.88 Miles	150.00	282.00
Furnish and Place Aggregates	2,530 Cu Yd.	6.50	16,445.00
200-300 Asphalt	190 Ton	45.00	8,550.00
RS-2 Asphalt	58 Ton	47.00	2,726.00
			181,688.00

Revised 7-10-56

RECEIVED
JUL 11 1958
FOR FILING
DF 109 (2)
5343

July 10, 1958

Umpqua River Navigation Company
Reedsport, Oregon

Attention Mr. O. M. Hinsdale, President

Gentlemen:

In reply to your letter of July 7, 1958 in which you refer to the grading and oiling of the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County, I wish to advise as follows:

This matter can be and I believe has been somewhat clouded by the introduction of cost estimates for surfacing types and depths that are not adequate or are not indicated for use on this section of highway. As an example, I refer to your estimate numbered 2 (Six inches of Crushed Hard Rock Base with B-11 Surface). This we do not consider adequate, basing our judgment on accepted engineering practices for surface design. The cost of the surfacing of the project as advertised is $126,278. The estimate using an adequate crusher-run base and B-11 type wearing surface (10 inches of base plus B-11 wearing surface) is $18[illegible],000. The estimate using seven inches of rock base and three and one-half inches of asphaltic concrete is $178,000. These three estimates are based on what we consider to be an adequate surface and wearing course. These estimates are based on the premise of material costs plus a percentage for contractor profit.

For many years the Highway Department has been plagued by a lack of suitable road materials in the Coos Bay-Bandon area and it has been necessary to import most of the aggregate at a constantly increasing price somewhat in proportion to the distance from the Umpqua River. The problem of the shortage of aggregates in the area referred to has long been under study by the Department, and we feel that the type of surfacing specified in our current contract is justified from the standpoint of economy in the current project and also as a basis for future surfacing designs in areas where road materials are scarce.

The decision in the current case was made after long and careful studies and has the concurrence of the Bureau of Public Roads, which has the responsibility for administering the federal funds involved in this project (which are approximately 60 per cent of the total cost).

The asphalt industry, which has operated in Oregon for many years, is quite a substantial undertaking and employs quite a large force of men. Various types of road asphalt are manufactured in Oregon from materials imported from oil producing areas. The industry has substantial investments in the state in plants and storage facilities and also has a considerable pay roll involved in the delivery and disposition of asphaltic products. I am not attempting to draw any parallels between the aggregate industry and the asphalt industry but merely wish to state that the latter is also a substantial Oregon industry of long standing.

We believe that our position, based on engineering and economic considerations, is a sound one. Our decisions were in no way influenced by prejudice, nor were we pressured by the Asphalt Institute or members of the asphalt industry.

I hope that this letter together with the more detailed explanations had in our discussion of this date will remove much of the confusion that has surrounded this matter.

We are, by copies of this letter, informing all interested groups.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

FC:me

cc Governor Holmes
Mr. M. K. McIver
Mr. Robert B. Chessman
Mr. Kenneth N. Fridley
U. S. Bureau of Public Roads
Lower Umpqua Chamber of Commerce
Common Council of the City of Reedsport
Port Umpqua Courier (Reedsport)

7/10/58

BULLARDS BRIDGE-BANDON SECTION

OREGON COAST HIGHWAY

COOS COUNTY

Federal Aid Project No. DF-109(8)
1.88 Miles Grading and Oiling   Bids Received July 10, 1958

1.	All Specified	Clearing and Grubbing		$ 35,000.00
2.	770 cu. yds.	Drainage Excavation, Unclassified	$ 3.00	2,310.00
3.	3,500 cu. yds.	Embankment Foundation Excavation, Unclassified	0.75	2,625.00
4.	36,100 cu. yds.	Special Borrow Excavation, Unclassified	0.55	19,855.00
5.	178,400 cu. yds.	General Excavation, Unclassified	0.50	89,200.00
6.	300,000 yd. stas.	Short Overhaul	0.015	4,500.00
7.	1,500 C-yd.stas.	Long Overhaul	0.35	525.00
8.	1.88 miles	Finishing Roadbed and Slopes	1,000.00	1,880.00
9.	7,900 lin. ft.	Rounding Cutbanks	0.20	1,580.00
10.	100 lin. ft.	10-inch Corrugated Metal Pipe	3.25	325.00
11.	150 lin. ft.	60-inch Asbestos Protected Corrugated Metal Pipe	40.00	6,000.00
12.	260 lin. ft.	12-inch Concrete Pipe	2.50	650.00
13.	330 lin. ft.	18-inch Concrete Pipe	4.50	1,485.00
14.	180 lin. ft.	48-inch Concrete Pipe	15.00	2,700.00
15.	180 lin. ft.	42-inch Concrete Pipe, Extra Strength	13.00	2,340.00
16.	100 lin. ft.	22-inch Arch Type Corrugated Metal Pipe	5.50	550.00
17.	170 lin. ft.	6-inch Perforated Metal Drain Pipe, Uncoated	2.00	340.00
18.	26 cu. yds.	Special Backfill in Drains	6.50	169.00
19.	220 lin. ft.	6-inch Sewer Pipe	1.75	385.00
20.	1 only	60-inch Asbestos Protected Elliptical Inlets	400.00	400.00
21.	1 only	Concrete Manholes	300.00	300.00
22.	1 only	Concrete Inlets, Type "G"	100.00	100.00
23.	100 cu. yds.	Class "A" Concrete	60.00	6,000.00
24.	18,900 lbs.	Metal Reinforcement	0.15	2,835.00
25.	2,500 lin. ft.	Metal Guard Rail, Galvanized	3.00	7,500.00
26.	100 only	Metal Sight Posts, Double Reflector	5.00	500.00
27.	210 M-gals.	Sprinkling	3.00	630.00
28.	24,300 tons	Asphaltic Stabilized Base	2.25	54,675.00
29.	1,200 tons	200-300 Asphalt in Stabilized Base	42.00	50,400.00
30.	1.88 miles	Preparation of Base	300.00	564.00
31.	2,530 cu. yds.	Furnishing and Placing Aggregates	6.50	16,445.00
32.	190 tons	200-300 Asphalt	55.00	10,450.00
33.	58 tons	RS-2 Asphalt	60.00	3,480.00
34.	550 tons	Loose Riprap	6.00	3,300.00
			For Comparison of Bids	$329,998.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$329,998.00
Anticipated Additional Items:	
Move Telephone Poles	1,400.00
Move Power Poles	500.00
Adjust Water Main	750.00
Paint Traffic Markers (State Forces)	750.00
Seeding and Mulching (State Forces)	4,000.00
Flagging (State Share)	2,000.00
	$339,398.00
Engr. & Cont. (12½%)	42,424.75
Estimated Net Authorization, Constr.	$381,822.75

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
[illegible]

H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. McIVER
[illegible] S. W. BROADWAY
PORTLAND 5, OREGON

July 9, 1958

Mr. O. H. Hinsdale, President
Umpqua River Navigation Company
Reedsport, Oregon

Dear Howard:

I received this morning your letter of July 7, 1958, addressed to Mr. Williams, Highway Engineer, delivered "Special Delivery" at 7:00 a.m.

I have already talked to Mr. Cooper in regards to its contents, and while I appreciate in full your position, I must draw to your attention the fact that the State of Oregon and the Bureau of Public Roads would not want to be bound by the comparison that you draw. In other words, the specifications listed in your letter as comparable to the State's specifications is the item in question that the State and the Bureau would not want to be bound by as being comparable.

When I asked them to set a specification of rock that would be comparable to that in the specification that was up for bid, it was considerably more, and I would ask and recommend that for your purpose, you ask the State for a specification of rock that would be comparable, for the reason that the State on these projects must write the specification and not use an outside supplier.

With very best regards.

Very truly yours

M. K. McIver

MKMcI:vb

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1220
(R 11-54)

SYMBOLS
DL=Day Letter
NL=Night Letter
LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA063

PR COA024 NL PD=(DUPE AND CORRECTED COPY) REEDSPORT ORE 8=

1958 JUL 9 AM 10 35

=W C WILLIAMS STATE HIGHWAY ENGR=
OREGON STATE HIGHWAY COMM=SALEM ORE=

THE LOWER UMPQUA CHAMBER OF COMMERCE PROTESTS THE WAY THE BID LETTING IS BEING HANDLED ON THE BULLARD BRIDGE BANDON SECTION BRIDGE OF THE OREGON COAST HIGHWAY. WE FEEL THERE ARE TWO THINGS TO BE CONSIDERED UNDER YOUR EXPERIMENTAL METHOD FIRST THE COST OF THE ROAD WILL BE GREATER THAN THE STANDARD METHOD OF CONSTRUCTION WERE USED AND SECONDLY THAT FEDERAL FUNDS WILL BE SPENT OUTSIDE OF THE STATE THAT WOULD BE OTHERWISE BE SPENT IN OREGON WHICH WOULD HELP RELIEF THE PRESENT UNEMPLOYMENT SITATION IN THIS AREA. THE CHAMBER REQUESTS THAT YOU AT LEAST PUT THE JOB ON A COMPETITIVE BID BASIS WITH CRUSHED ROCK AVAILABLE IN OREGON.=

=LOWER UMPQUA CHAMBER OF COMMERCE BY LINCOLN
F SWAIN PRESIDENT=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

SYMBOLS
DL=Day Letter
NL=Night Letter
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1220 (R 11-54)

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA208

1958 JUL 8 PM 4 54

PR COA074 PD=REEDSPORT ORG 8 358PMP=

MR MILO K MCIVER CHAIRMAN=
OREGON STATE HIWAY COMM SALEM ORG=

GENTLEMEN AT LAST NIGHTS CITY COUNCIL MEETING THE CITY COUNCIL WAS INFORMED OF YOUR EXPERMENTAL PLAN FOR THE BULLARD BRIDGE BANDON SECTION OF OREGON COAST HIGHWAY. THAT SUCH AN EXPERMENTAL PLAN WILL ELIMINATE ANY POSSIBLE USE OF UMPQUA GRAVEL IN COMPETION. THE UNEMPLOYMENT SITUATION IN THE LOWER UMPQUA IS A VERY SERIOUS PROBLEM. THREE OF OUR LARGEST MILLS HAVE CLOSED AND IT SEEMS QUITE LIKELY THAT THESE MILLS WILL BE DISMANTLED. WE ARE NOW ADVISED THAT THE BULLARD BRIDGE BANDON SECTION OF THE OREGON COAST HIGHWAY IS ADVERTISED FOR BIDS JULY 10TH AS AND EXPERIENCE USING ASPHALT WITH NATURAL MATERIALS FOUND IN THE AREA. YOUR SPECIFICATIONS STATE THAT THE PROJECT IS BEING FINANCED IN MAJOR PACT WITH FEDERAL FUNDS MADE AVAILABLE UNDER SECTION TWO OF THE FEDERAL AID HIWAY ACT OF 1958 FOR THE SPECIFIC PURPOSE OF IMMEDIATELY ACCELERATING THE RATE OF HIGHWAY CONSTRUCTION AND THEREBY CREATING INCREASED EMPLOYMENT OF LABOR. AS WE UNDERSTAND VARIOUS STATES HAVE BEEN ALLOTED THESE FUNDS FOR THE SPECIFIC PURPOSE OF UNEMPLOYMENT RELIEF. THE UMPQUA RIVER NAVIGATION CO HAS MADE SOME ELABORATE PLANS TO MOVE GRAVEL BY WATER INTO THE BANDON AREA ON A COMPETITIVE BASIS. THIS COMPANY NOW HAS THE ONLY

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

char-
ndicated by the
proper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1220
(R 11-54)

SYMBOLS
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1958 JUL 8 PM 4 54

OPERATING PAYROLL IN THE CITY OF REEDSPORT AND THEY NOW FIND THEIR ROCK WILL NOT EVEN BE CONSIDERED AS AN ALTERNATE IN THE BIDDING. IT IS OUR UNDERSTANDING THAT IF THIS EXPERIMENT IS CARRIED OUT THAT OVER ($40,000.00) OF OUR FUNDS WILL BE USED FOR ASPHALT PURCHASE, WHICH WE ASSUME CAN ONLY BENEFIT CALIFORNIA NOT OREGON. IF THIS PROJECT HAD AN ALTERNATE BID USING CRUSHED HARD ROCK THERE IS A POSSIBILITY THAT THE STATE WOULD SAVE OVER ($90,000.00) IS USING THE ACCEPTED METHOD OF ROAD CONSTRUCTION AND NOT THE EXPERMENTAL METHOD AS SET FORTH IN THE PRESENT BID SPECIFICATION. SINCE THIS PROJECT IS FINANCED IN MAJOR PARTLY FEDERAL FUNDS WHICH WERE SPECIFIALLY ALLOTTED TO EACH STATE TO BOLSTER UNEMPLOYMENT WE FEEL SUCH FUNDS SHOULD BE SPENT IN THIS STATE TO HELP THE EMPLOYMENT SITUATION. OUR AREA IS ONE OF THE HARDEST HIT IN WAY OF UNEMPLOYMENT IN THE ENTIRE STATE. WE ARE NOT ASKING ANY FAVORS BUT IT SEEMS QUITE APPARENT TO US THAT COMPETIVE BIDDING USING HARD GRAVEL OR ROCK IN COMPETITION TO ASPHALT COULD LEAD MORE DOLLARS OF THE SPECIFIC ALLOTED FUNDS IN THE STATE OF OREGON.

¶ COPIES OF THIS TELEGRAM SENT TO MR B M FRENCH REGIONAL ENGR BUREAU OF PUBLIC ROADS PORTLAND ORE MR C POLK DIVISION ENGR BUREAU PUBLIC ROADS SALEM MR MILLO K MCIVER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

...ated by the
...oper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1220
(R 11-54)

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1958 JUL 8 PM 4 54

CHAIRMAN OREGON STATE HIGHWAY COMM SALEM MR W C WILLIAMS
STATE HIWAY ENGR SALEM ORE=

COMMON COUNCIL OF THE CITY OF REEDSPORT
BY ROY HENDERSON MAYOR WILLIAM JAYNE CITY ATTORNEY=

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FORM E-123X 12,500 4-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
JUL - 1958
FOR FILING

CF-109 (6)

5343

July 7, 1958

West Coast Telephone Company
354 South Fourth Street
Coos Bay, Oregon

Re: West Coast Telephone Company
Telephone Line Adjustment
Bullards Bridge-Bandon Section
Oregon Coast Highway (Coos County)

Gentlemen:

Bids on the above titled project will be received on July 10, 1958, and some of your facilities must be adjusted to accommodate the highway construction.

It is requested that you proceed with the work as promptly as possible.

The adjustments involve work at the following locations:

A line along the westerly side of the existing County Road between Stations 1145 and 1155 must be relocated. The existing line is on county right of way.

A line crossing near 1147 must be adjusted. This line is on county right of way.

A line which is a contact on power poles crossing the new highway near Station 1181 must be adjusted. This line is on a city street.

A line crossing near Station 1213 must be adjusted. This line is on a city street.

A line along the north side of the existing highway near Station 1223+50 must be relocated. The existing line is on a city street.

In view of the fact that all of your facilities are located on county right of way or on city streets, it will be your obligation to make the necessary adjustments without reimbursement.

NOTED
FORREST COOPER

Further details may be secured from Mr. John Gunter, Box 374, Coquille, who is resident engineer on the project.

Very truly yours,

J. W. DeSOUZA
Assistant Counsel

JWD:RN
cc: Mr. Forrest Cooper
  Mr. L. H. Young
  Mr. F. D. Morgan
  Mr. John Gunter
  Mr. F. W. Farrar

RECEIVED
JUL 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

July 7, 1958

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Williams:

Subject: Grading and Oiling Bullards Bridge-
Bandon section Oregon Coast Highway
Coos County - July 10, 1958

The subject project is experimental in that it is proposed to use an Asphaltic Stabilized Base using select natural material found in the area, as against the accepted practice of crushed hard rock or gravel.

We would like to present the following for your further consideration:

1. That an alternate be set up for bidding so that crushed hard rock can actually be compared with the proposed Asphaltic Stabilized Base

2. The major cost of this project is being financed with Federal Funds under the Crash Program; "for the specific purpose of immediately accelerating the rate of highway construction and thereby creating increased employment of labor".

3. We assume, with this idea in mind, that thought should be given to keep as many of these relief dollars in the State as possible.

4. Under the project as proposed, $43,680.00 of asphalt for the stabilization of the base will be used, or about 15% of the project cost. All of this amount could stay in Oregon and a larger percentage would be in the form of increased employment.

5. We think that hard rock is more than competitive on the proposed project and the following is submitted for comparative purposes:

(1) Six inch Asphaltic Concrete Stabilized Base and O-11 Surface

Asphaltic Stabilized Base	24300 tons	@2.25	$54,675.00
200-300 Asphalt in Stabilized Base	1200 tons	42.00	$50,400.00
Preparation of base	1.88 mi.	@300.00	564.00
Furnish and place aggregates	2530.00 cu. yd.	@6.50	$16,445.00
200-300 Asphalt	190 tons	55.00	$10,445.00
RC 2 Asphalt	58 tons	60.00	$3,480.00
			$136,014.00

UMPQUA RIVER NAVIGATION COMPANY
Barges, Towing, Sand, Gravel and Readymix Concrete
Since 1889
Reedsport, Oregon

(2) Six inches of Crushed Hard Rock Base with O-11 Surface
(Four inches 1½" - 0"; Two inches 3/4" - 0" Leveling, 50% Fracture)

1½" - 0" Base Rock 4"	11,200 cu. yds.	@3.75	$42,000.00
3/4" - 0" Leveling Course	4,000 cu. yds.	@3.85	$15,400.00
Sprinkling	500M gal.	@3.00	$1,500.00
Preparation of base	1.88 miles	@300.00	$564.00
Furnish and place aggregates	2,530 cu. yds.	@6.50	$16,445.00
200-300 Asphalt	190 tons	@55.00	$10,450.00
RC 2 Asphalt	58 tons	@60.00	$3,450.00
			$89,800.00
Saving with comparable job			$46,214.00
			$136,014.00

(3) In September of 1953 the Bureau of Public Roads surfaced the section of the Oregon Coast Highway from the Douglas County line to Hauser and primarily the sub-base of this road was sand with some filler (this is comparable to Bandon sub-base.) On this section was placed four inches of 2" - 0" base rock and two inches of 1" - 0", a total compacted thickness of six inches of Umpqua crushed rock; on top of this base was placed three inches of A. C. Plant mix. No one will question but that this particular road is one of the best in the area and has stood the traffic and is outstanding.

(4) Using the Bureau Job for comparative purposes, the following Estimated Comparisons, using Six inches of Crushed Hard Rock and Three inches Asphaltic Concrete with Oiled Shoulders

1½" - 0" Base Rock 50% fracture	11,200 cu. yds.	@3.75	$42,000.00
3/4" - 0" Leveling Course	4,000 cu. yds.	@3.85	$15,400.00
Asphaltic Concrete Pavement	8,742 tons	@7.75	$67,750.00
3/4" - 0" in Shoulders	2,175 cu. yds.	@3.85	$8,373.75
Sprinkling	500 M gal.	@3.00	$1,500.00
Furnish and place aggregates	900 cu. yds	@7.00	$6,300.00
200-300 Asphalt	70 tons	@55.00	$3,850.00
RC 2 Asphalt	20 tons	@60.00	$1,200.00
			$146,373.75

(5) Using Six inches of Asphaltic Stabilized Base (Natural Material) and Three inches Asphaltic Concrete with Oiled Shoulders

Asphaltic Stabilized Base compacted to thickness six inches	24,300 tons	@2.25	$54,675.00
200-300 Asphalt in Stabilized Base	1,200 tons	@42.00	$50,400.00
3" Asphaltic Concrete Pavement	8,742 tons	@7.75	$67,750.00
3/4" - 0" in Shoulders	2,175 cu. yds.	@3.85	$8,373.75
Sprinkling	500 M gal.	@3.00	$1,500.00
Furnish and place aggregates	900 cu. yds.	@7.00	$6,300.00
200-300 Asphalt	70 tons	@55.00	$3,850.00
RC 2 Asphalt	20 tons	@60.00	$1,200.00
			$194,048.75
Less Estimate, using #4 preceding page			$146,373.75
Saving $25,356.00 per mile, x 1.88 miles			$47,675.00
Plus "Increaded Employment" due to using Oregon products			$43,680.00
Plus Royalty to Oregon State Land Board: 25,245 yds. @10¢			$2,524.50
A proven Quality Road with Total Economic Saving of			$93,879.50

Reedsport has the largest percentage of unemployed in the State at the present time with our company the only operating payroll; this cannot be sustained without work. It looks to us like this job could be designed "to create increased employment of labor" and dollar savings.

We feel that there are other places in the State where an experiment of this kind can be conducted where hard rock surfacing is not competitive.

We will appreciate your further consideration.

Yours very truly,

O. H. Hinsdale.
President

Copy to Mr. Clifford Polk, Div. Engineer
Bureau of Public Roads
Mr. M. K. McIver, Chairman
Oregon State Highway Commission

7-2-58

BULLARDS BRIDGE-BANDON SECTION

ESTIMATED COMPARISIONS

as specified

1. Asphaltic Concrete Stabilized Base and 0-11 Wearing Surface.

Asphaltic Stabilized Base	24,300	Ton	$ 2.25	$ 54,675.00
200-300 Asphalt in Stabilized Base	1,200	"	42.00	50,400.00
Preparation of Base	1.88	Miles	300.00	564.00
Furnish and Place Aggregates	2,530	Cu. Yd.	6.50	16,445.00
200-300 Asphalt	190	Ton	55.00	10,450.00
RS-2 Asphalt	58	"	60.00	3,480.00
			TOTAL	$136,014.00

As [illegible] by Hinsdale

2. 5" Crusher Run Base, 2" 3/4"-0 Leveling Course with type 0-11 Wearing Surface.

1½"-0 Base Rock	14,000	Cu. Yd.	3.75	$ 52,500.00
3/4"-0 Leveling Course	4,000	" "	3.85	15,400.00
Sprinkling	500	M/Gal.	3.00	1,500.00
Preparation of Base	1.88	Miles	300.00	564.00
Furnish and Place Aggregates	2,530	Cu. Yd.	6.50	16,445.00
200-300 Asphalt	190	Ton	55.00	10,450.00
RS-2 Asphalt	58	"	60.00	3,450.00
			TOTAL	$100,300.00

5-5
152,800

Conventional method

3. 5" Crusher Run Base Course, 2" 3/4"-0 Leveling Course, 3½" Asphaltic Concrete Pavement, Oiled Shoulders.

1½"-0 Base Rock	14,000	Cu. Yd.	3.75	$ 52,500.00
3/4"-0 Leveling Course	4,000	" "	3.85	15,400.00
Asphaltic Concrete Pavement	10,200	Ton	7.75	79,050.00
3/4"-0 in Shoulders	2,500	Cu. Yd.	3.85	9,625.00
Sprinkling	500	M/Gal.	3.00	1,500.00
Furnish & Place Aggregates	900	Cu. Yd.	7.00	6,300.00
200-300 Asphalt	70	Ton	55.00	3,850.00
RC-2 Asphalt	20	"	60.00	1,200.00
			TOTAL	$169,425.00

C. E. Paulsen, Cost Estimator
Cost Analyst Section

18" subbase
6" [illegible]
2" level
3" AC

60-R

July 2, 1958

RECEIVED
JUL 8 - 1958
FOR FILING

DF 109(8)

5343

Salem, Oregon
June 27, 1958

MISC. CONTRACTS and
AGREEMENTS No. 2781

Throughway Agreement
Bullards Bridge-Bandon Section
Oregon Coast Highway
City of Bandon

4154

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attached is a conformed copy of a throughway agreement with the City of Bandon covering the Bullards Bridge-Bandon Section on the Oregon Coast Highway in the City of Bandon.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Bandon, Oregon.

Secretary

rn
Attach: 1

FORM E-30 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1958

SUBJECT: Throughway Agreement
Bullards Bridge-Bandon Section
Oregon Coast Highway No. 9
City of Bandon

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of the subject agreement. Two copies have been signed by the city of Bandon and are ready for presentation to the Highway Commission for signature. Both of these copies require your signature of approval.

This completes assignment no. 454.

C. G. Swenson

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date June [illegible], 1958

AUTHORIZED BY HIGHWAY COMMISSION
DATE 11-1-57 Minute Page 51
Floyd Query
Ass't Secretary

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 21, 1958

SUBJECT: Proposed throughway agreement
Bullards Bridge-Bandon Section
Oregon Coast Highway
City of Bandon

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above entitled agreement as per your request of May 12, 1958.

We have attached the one map exhibit to our file copy and understand that County and City Relations will furnish additional maps when available.

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

RECEIVED
MAY 22 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
JUL 8 - 1958
FOR FILING

2IF-109(8)
5343

Salem, Oregon
June 27, 1958

MISC. CONTRACTS and AGREEMENTS No. 1950

Throughway Agreement, Coos County
Bullards Bridge-Bandon Section
Oregon Coast Highway

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

457

Attached is a conformed copy of a throughway agreement with Coos County covering the Bullards Bridge-Bandon Section on the Oregon Coast Highway.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Coos County.

Secretary

rn
Attach: 1

FORM E-90 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1958

SUBJECT: Throughway Agreement, Coos County
Bullards Bridge-Bandon Section
Oregon Coast Highway No. 9

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of the subject agreement. Two copies have been signed by the Coos County Court and are ready for presentation to the Highway Commission. These two copies require your signature of approval.

This completes assignment no. 457.

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date June 11, 1958

11-1-57 Minute Page 91
Floyd Query
asst

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1958

NOTED
L. I. LINDAS

SUBJECT: Proposed throughway agreement
Bullards Bridge-Bandon Section
Oregon Coast Highway
Coos County

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above named agreement as per your letter of May 12, 1958.

We are attaching the one exhibit map sent us to our file copy and understand County and City Relations will furnish additional maps.

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

RECEIVED
MAY 26 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

K

RECEIVED
JUN 27 1958
FOR FILING
DF-109 (1)

5343

June 27, 1958

Mr. Wesley Chappell, City Recorder
City Hall
Bandon, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of a Throughway Agreement between the State Highway Commission and the City of Bandon covering the Bullards Bridge-Bandon Section of the Oregon Coast Highway in Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUN 27 1958
FOR FILING
DE-109(8)

5343

June 27, 1958

County Court of Coos County
Court House
Coquille, Oregon

Gentlemen:

We are enclosing for the records and files of Coos County a fully executed copy of a Throughway Agreement between the State Highway Commission and Coos County covering the Bullards Bridge-Bandon Section on the Oregon Coast Highway, Coos County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 1

RECEIVED
JUL - [illegible]
FOR FILING

OREGON DISTRICT
DF-109(8)

5343

08-35.4

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

June 25, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DF-109(8), Bullards Bridge - Bandon Section of the Oregon Coast Highway. This is to authorize your advertising for bids.

Concurrence of award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
JUN 26 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
Harold C. Ayers

June 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
Highway Building
Salem, Oregon

NOTED
R. JO

NOTED
John F. Hagemann

Dear Mr. Polk:

Attached are three copies of an encroachment resolution covering that portion of Oregon Project No. DF-109(8), Bullards Bridge-Bandon Section of the Oregon Coast Highway within Bandon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:bs
Att.

NOTED
C. G. SWENSON

Form cc-11 (1954)

Oregon Project DF-109(8)

RESOLUTION

WHEREAS, State Highway No. 9 of the State of Oregon, known as the Oregon Coast Highway, is routed through the City of Bandon, Coos County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

> Beginning at the northerly city limits of Bandon and extending in a southerly direction along said highway to an intersection with the existing Oregon Coast Highway.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said highway until and unless the said City of Bandon will guarantee by resolution officially adopted by the City Council of said city that no encroachments will be permitted upon the right of way of said highway within the corporate limits of said city which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said city; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

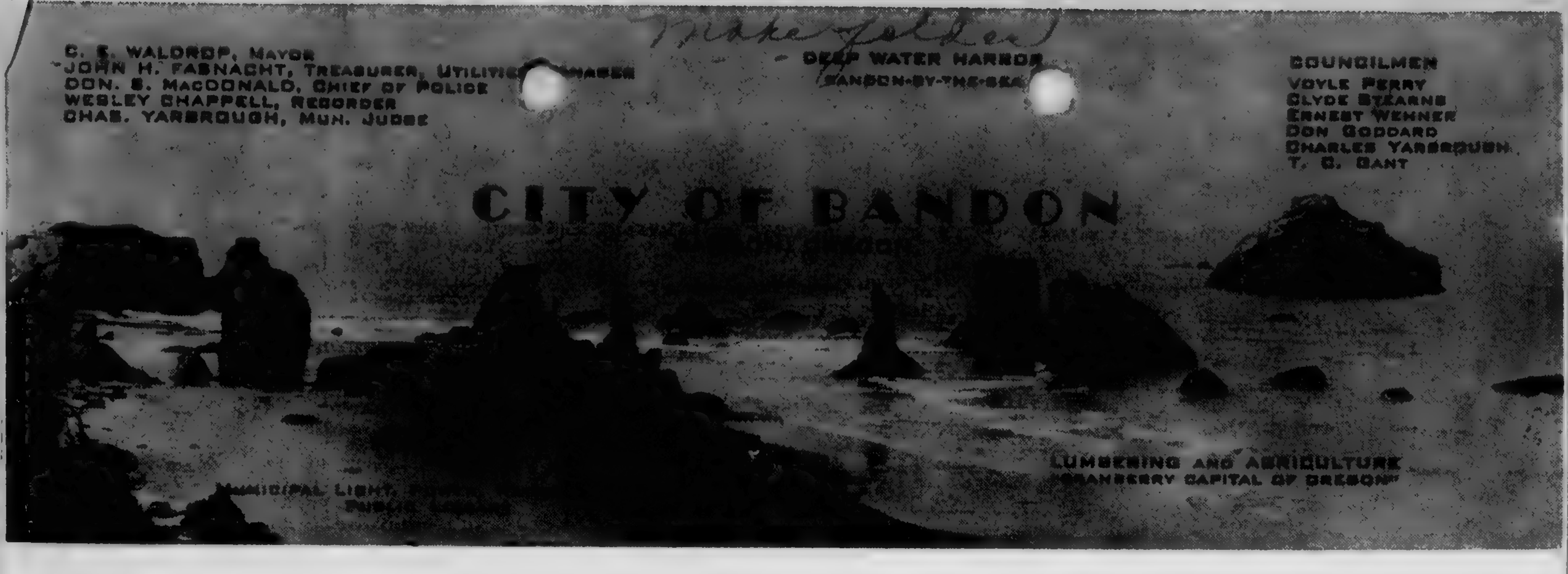
NOW, THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Bandon, Coos County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 9 of the State of Oregon, known as the Oregon Coast Highway, which will permanently or unduly interfere with the free and convenient flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said city, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Bandon, Coos County, Oregon, this 18TH day of JUNE, 1958.

ATTEST: Wesley Chappell
City Recorder

Mayor



C. E. WALDROP, MAYOR
JOHN H. FASNACHT, TREASURER, UTILITIES MANAGER
DON. S. MACDONALD, CHIEF OF POLICE
WESLEY CHAPPELL, RECORDER
CHAS. YARBROUGH, MUN. JUDGE

DEEP WATER HARBOR
BANDON-BY-THE-SEA

COUNCILMEN
VOYLE PERRY
CLYDE STEARNS
ERNEST WEHNER
DON GODDARD
CHARLES YARBROUGH
T. G. GANT

CITY OF BANDON
BANDON, OREGON

MUNICIPAL LIGHT, [illegible]
PUBLIC LIBRARY

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"

Make folder

June 20, 1958.

Proj LF-109(8)

Mr. C. G. Swenson,
Engineer, County & City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

In according with your request we are enclosing 5 copies of the resolution authorizing the Mayor and Recorder to execute the agreement between the City and the State Highway Commission regarding the Bullards Bridge-Bandon section of the Oregon Coast Highway. This was adopted at the regular meeting of the Council on June 4th, 1958 which you attended.

We are also enclosing 5 copies of the resolution (Your Form cc-11) which was adopted by the Council at its regular meeting of June 18, 1958.

We trust that you will find the above in proper form.

To BPR
6-24-58

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht,
Mgr. of Utilities.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
JUN 23 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
MAY 27 1958
FOR FILING

19F-114(1)

5343

Salem, Oregon
May 12, 1958

Throughway Agreement
Bullards Bridge-Bandon Section
Oregon Coast Highway
City of Bandon

Mr. Leonard I. Lindas
OFFICE

The State Highway Commission plans to call for bids on the subject named project in the near future. Please prepare an agreement covering the following points:

AGREEMENT

THIS AGREEMENT, made and entered into this ____ day of ______, 1958, by and between the STATE OF OREGON, by and through its State Highway Commission, hereinafter called "State," and the CITY OF BANDON, a municipal corporation, acting by and through its city officials, hereinafter called "City";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon, and for the promotion of the safe and expeditious flow of traffic, State and City plan and propose to construct the Bullards Bridge-Bandon Section of the Oregon Coast Highway as a throughway as that term is defined in ORS 374.010. Hereinafter, all acts necessary to effectively accomplish this end shall be referred to as "Project."

2. Pursuant to ORS 366.775 and ORS 373.030, State and City may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, or street and the State may, with consent of City, change the grade of any street, highway, or road over which state highway traffic is routed.

3. Pursuant to ORS 374.060, State is empowered, with the official approval of City, to close any street or road at or near its point of intersection with the throughway, or to make provision for the carrying of the street or road over or under the throughway.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare all plans, obtain all necessary right-of-way by purchase or otherwise, let and award all contracts, and

NOTED
G. S. PA

supervise construction of said project. Attached hereto, marked Exhibit "A," and by this reference made a part hereof, is one sheet of paper setting forth the general location and plans of said project.

2. State shall, without cost to City, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which are located on PRIVATE PROPERTY and which it will be necessary to relocate to conform to the plans for said project.

3. State shall reimburse City the actual cost incurred by City in relocating or causing to be relocated, including any extension thereof, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities which it will be necessary to relocate or extend because of said project, whether said CITY OWNED utilities or facilities are located on PUBLIC or PRIVATE PROPERTY. State shall likewise reimburse City for the cost incurred by City for any additional conduits, lines, poles, mains, pipes, and valves that are necessary in order to extend any of the said existing city utilities or facilities to conform to the plans of said project.

4. State shall construct and thereafter maintain a separation structure carrying Fahy Avenue over the throughway with no connection to the throughway. Said structure is shown colored in purple on said Exhibit "A."

5. State shall construct the portion of North Avenue from 2nd Street North to the existing Oregon Coast Highway as shown colored in orange on said Exhibit "A." Said street shall have a 20' wide oil mat wearing surface with 4' shoulders.

6. State shall close the following streets and alleys at the easterly and westerly right-of-way boundary lines of the throughway: (All points of closure are shown by red lines on attached Exhibit "A.")

a. Austin Avenue.
b. Cody Avenue.
c. 11th Street North.
d. 10th Street North.
e. 9th Street North.
f. 8th Street North.
g. 7th Street North.
h. 6th Street North.
i. 5th Street North.
j. 4th Street North.
k. 3rd Street North.
l. 2nd Street North.
m. An unnamed alley between 2nd Street North and 1st Street North.
n. 1st Street North.

o. An unnamed alley between 1st Street North and Division Street.

p. Division Street.

q. An unnamed alley between Division Street and 1st Street East.

r. 1st Street East.

s. An unnamed alley between 1st Street East and the existing Oregon Coast Highway.

THINGS TO BE DONE BY CITY:

1. City, by execution of this agreement, approves the plans attached hereto, marked Exhibit "A," including all of the provisions as set forth under THINGS TO BE DONE BY STATE.

2. City, in the first instance, upon request by State, shall relocate, or cause to be relocated and extended if necessary, existing CITY OWNED utility conduits, lines, poles, mains, pipes, and all other such facilities of every kind and nature required to be relocated or extended to conform to the plans of said project, whether located inside or outside of the city limits. City will be reimbursed by State as set forth in paragraph 3 under THINGS TO BE DONE BY STATE.

3. City shall, without cost to State, relocate or cause to be relocated, existing PRIVATELY OWNED utility conduits, lines, poles, mains, pipes, and other such facilities of every kind and nature which are located within any PUBLIC STREET or WAY within the city limits, and which are required to be relocated to conform to the plans of the said project. To this end, City shall exercise all its municipal powers, including its legislative power, to require the relocation of such utilities or facilities.

4. City, by execution of this agreement, does hereby give its consent as required by ORS 373.030(2), to any and all changes of grade, if any there be, in connection with or arising out of the proposed project.

5. City consents to the provisions as described in paragraph 4 under THINGS TO BE DONE BY STATE.

6. City shall without cost to State cause a building which encroaches on the right-of-way of North Avenue between 1st Street East and the existing Oregon Coast Highway to be removed from the said right-of-way.

7. City, upon completion of the project by State, consents to the provisions as described in paragraph 5 under THINGS TO BE DONE BY STATE and agrees to maintain that portion of said street at its sole expense.

8. City consents to the closure by State of those streets mentioned in paragraph 6 under THINGS TO BE DONE BY STATE.

9. City agrees that it will not construct any street turning into or intersecting the throughway unless the plans and specifications therefor have first been submitted to and approved in writing by State.

10. City shall pass an ordinance or resolution, as the case may be, authorizing the Mayor and Recorder to enter into this agreement, and the same shall be made a part hereof and attached hereto.

* * *

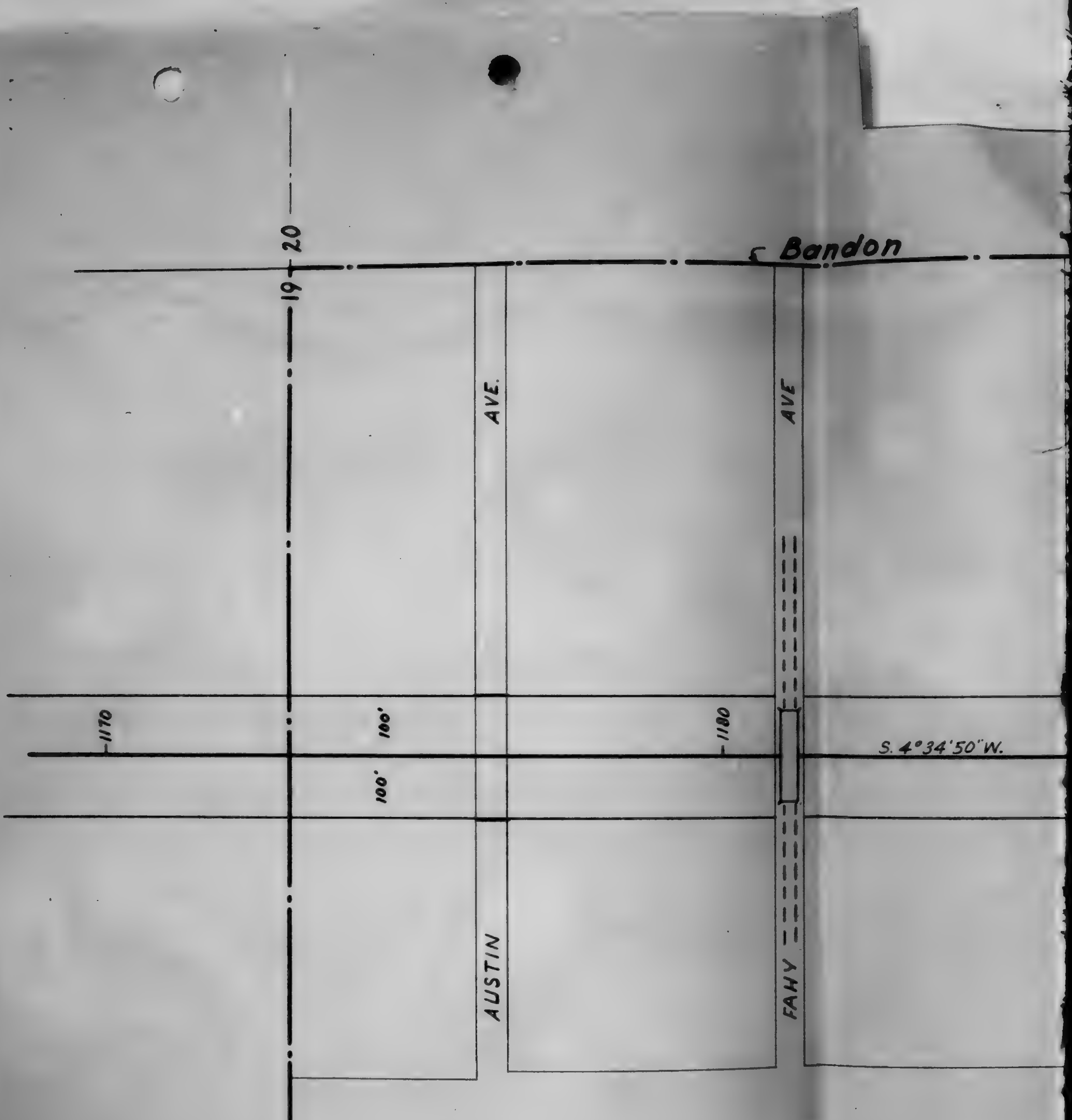
Please prepare six copies of the agreement in addition to any required by the Legal Division. Copies of the exhibit will be furnished by County and City Relations.

F.C.

G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: Tom Edwards
C. G. Swenson


℄ Bandon
19
20
AUSTIN AVE.
FAHY AVE
1170
1180
100'
100'
S. 4°34'50" W.

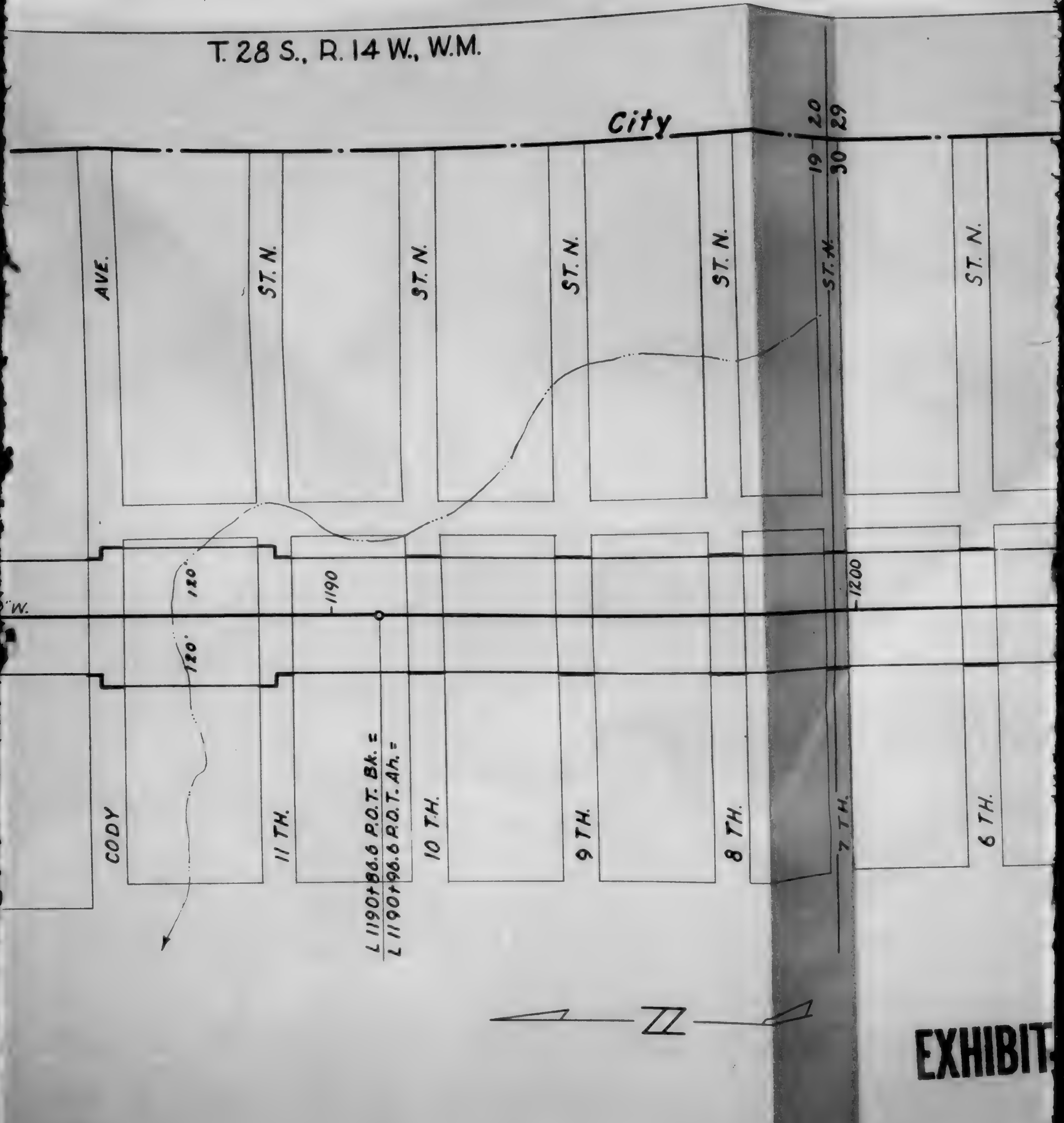
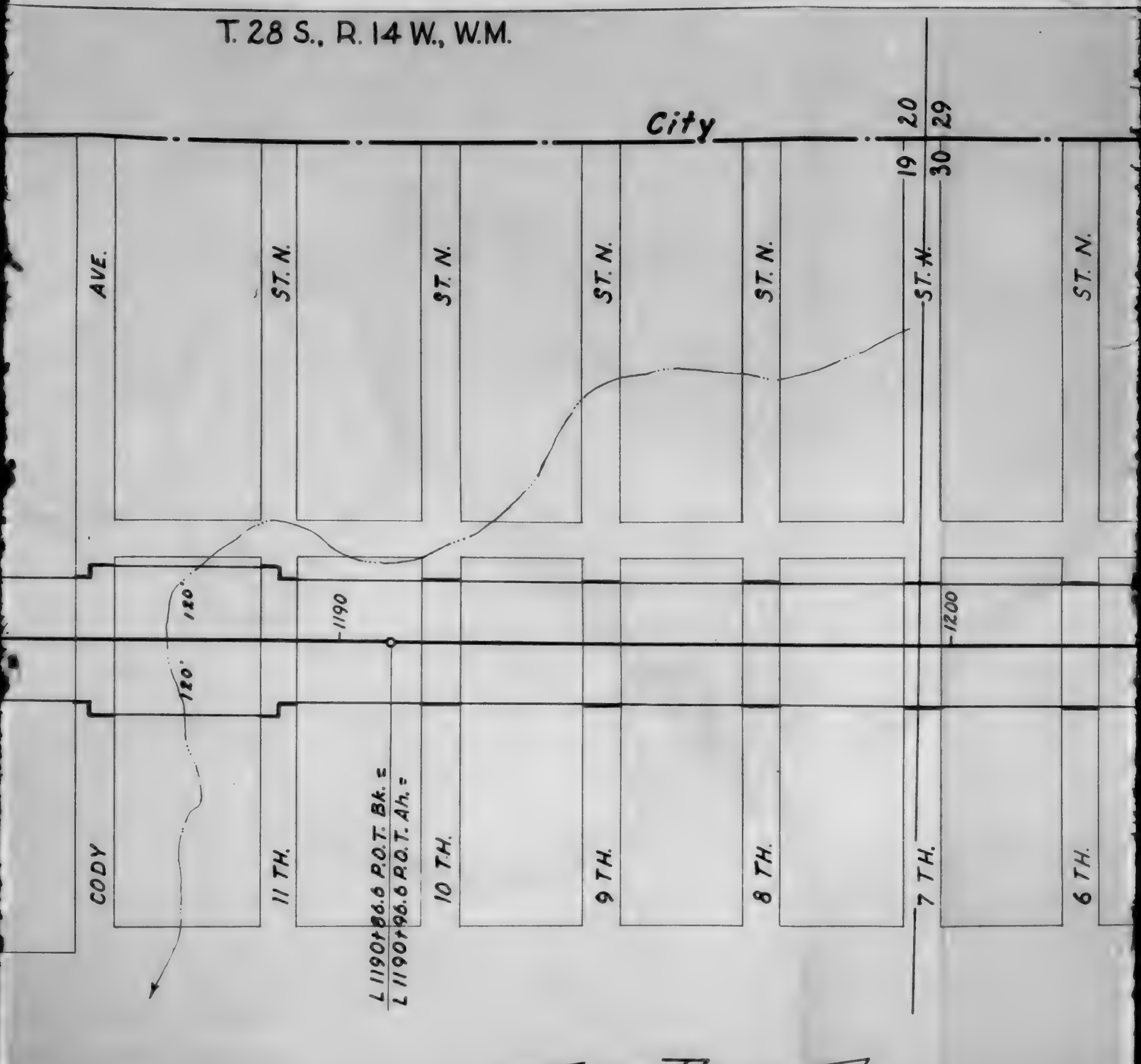
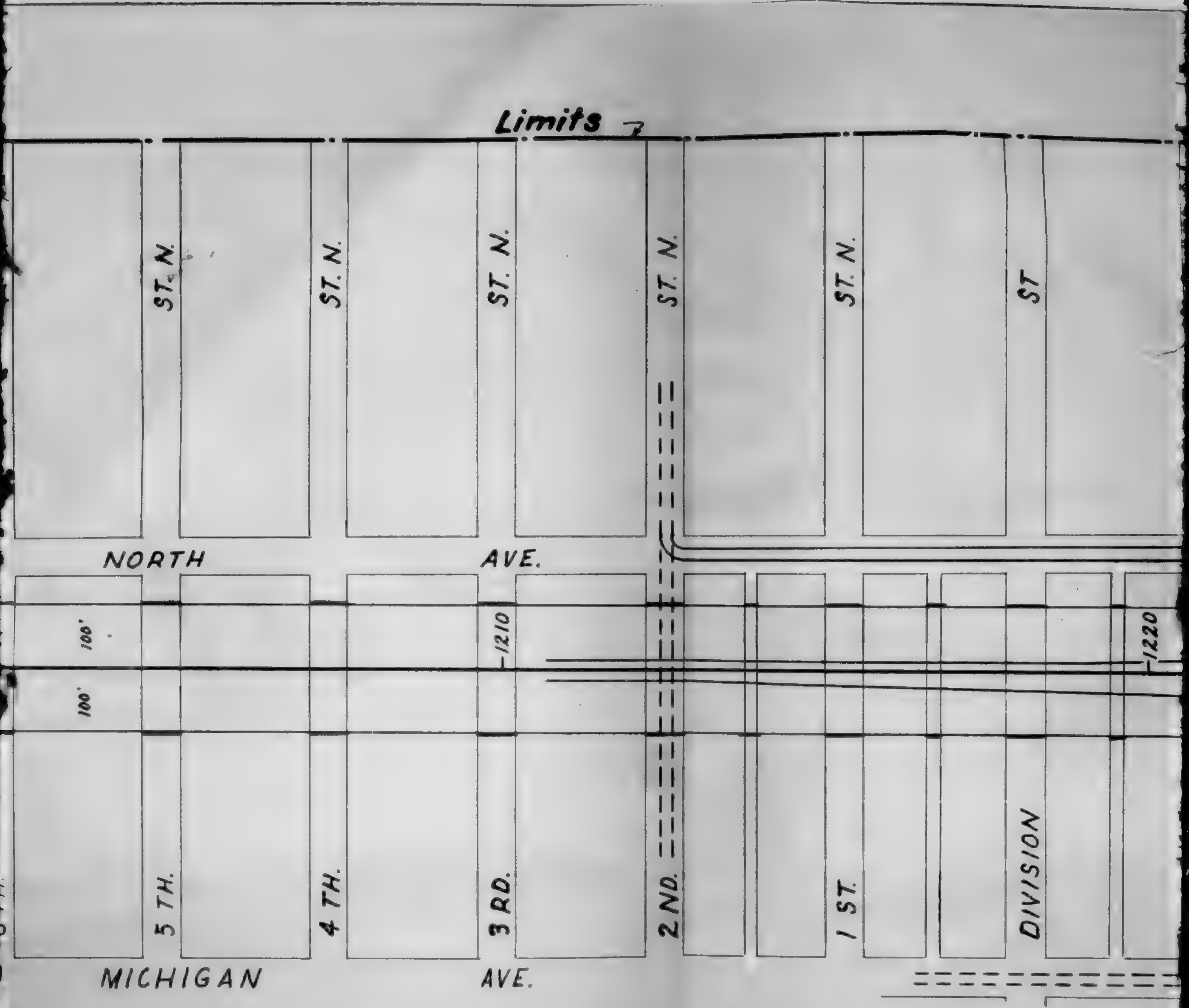

T. 28 S., R. 14 W., W.M.
City
20
29
19
30
AVE.
ST. N.
ST. N.
ST. N.
ST. N.
ST. N.
ST. N.
120'
120'
W.
1190
1200
L 1190+86.6 P.O.T. Bk. =
L 1190+96.6 P.O.T. Ah. =
CODY
11 TH.
10 TH.
9 TH.
8 TH.
7 TH.
6 TH.
N

EXHIBIT-


T. 28 S., R. 14 W., W.M.
City
20
29
19
30
CODY AVE.
11 TH. ST. N.
10 TH. ST. N.
9 TH. ST. N.
8 TH. ST. N.
7 TH. ST. N.
6 TH. ST. N.
120'
120'
1190
1200
L 1190+86.6 P.O.T. Bk. =
L 1190+96.6 P.O.T. Ah. =
N

EXHIBIT


Limits
ST. N.
ST. N.
ST. N.
ST. N.
ST. N.
ST
NORTH
AVE.
100'
100'
1210
1220
5 TH.
4 TH.
3 RD.
2 ND.
1 ST.
DIVISION
MICHIGAN
AVE.

BULLARDS BR. - BANDON

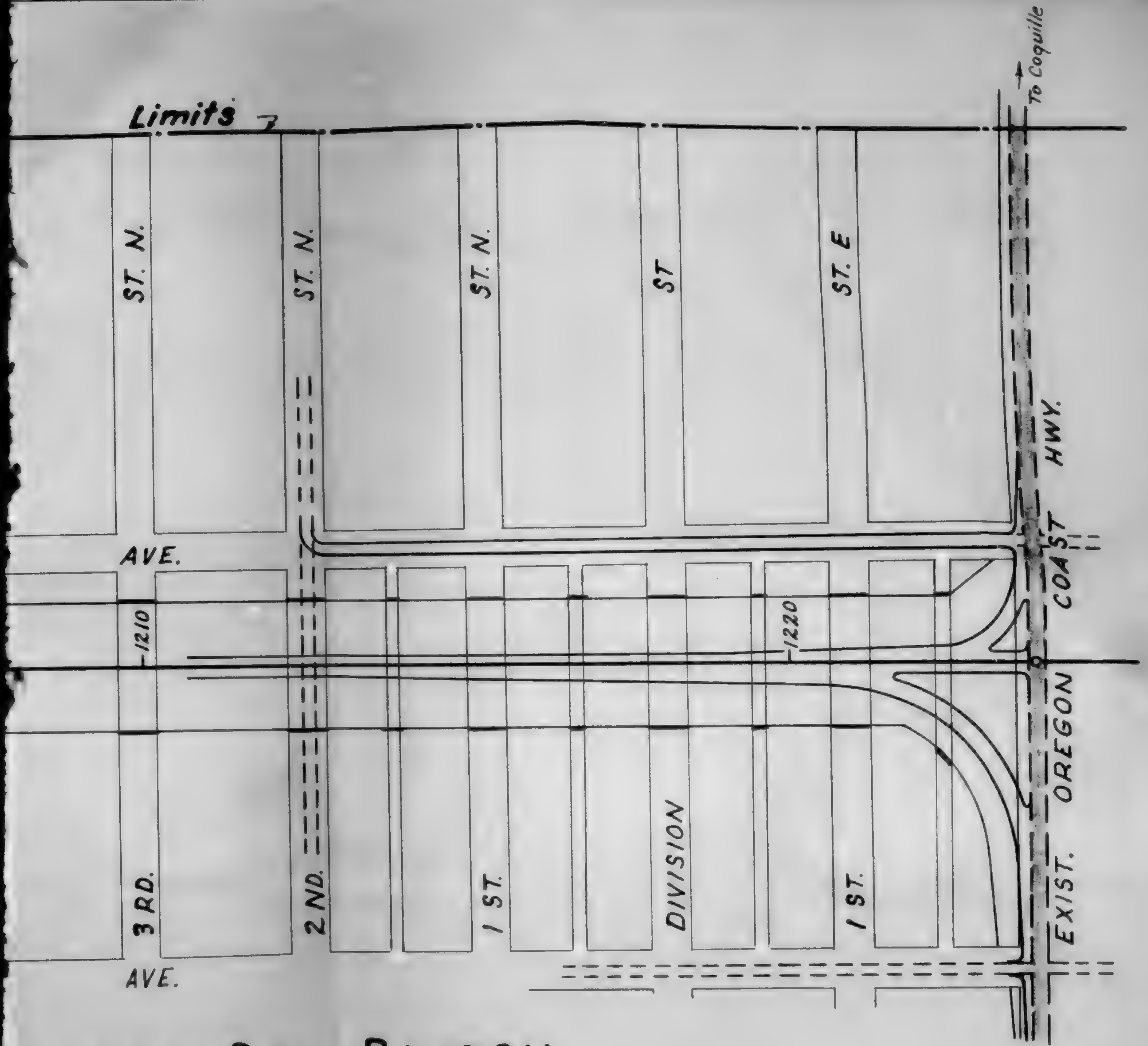
OREGON COAST HWY.

BIT "A"

Scale: 1" = 200'

May 1958

COOS CO.


To Coquille
Limits
ST. N.
ST. N.
ST. N.
ST
ST. E
HWY.
COAST
OREGON
EXIST.
AVE.
1210
1220
3 RD.
2 ND.
1 ST.
DIVISION
1 ST.
AVE.

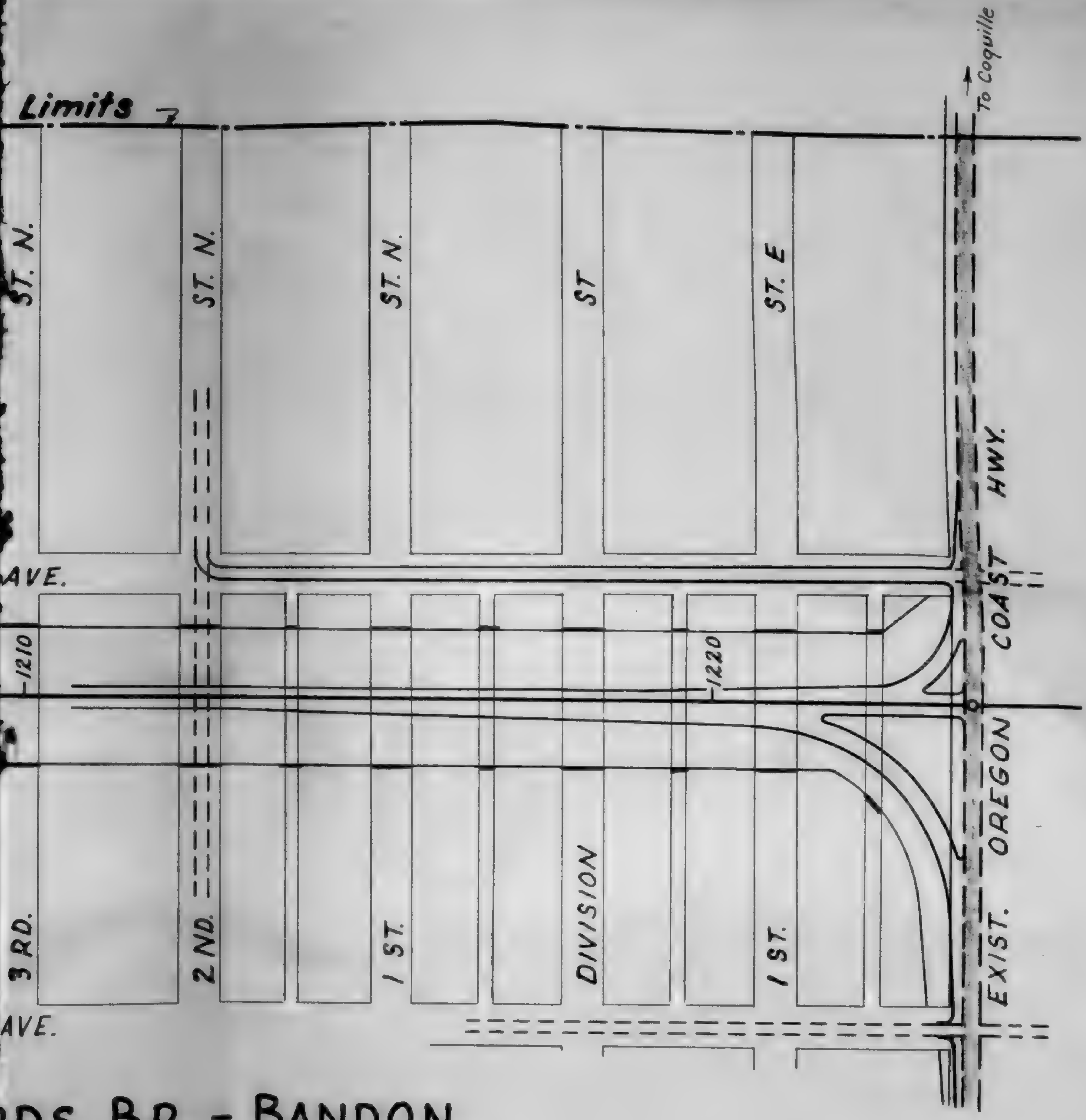
ULLARDS BR. - BANDON

OREGON COAST HWY.

e: 1" = 200'

May 1958

COOS CO.


Limits
To Coquille
ST. N.
ST. N.
ST. N.
ST
ST. E
HWY.
AVE.
1210
1220
COAST
OREGON
EXIST.
3 RD.
2 ND.
1 ST.
DIVISION
1 ST.
AVE.

RDS BR. - BANDON

GON COAST HWY.

May 1958

COOS CO.

RECEIVED
MAY 27 1958
FOR FILING

DF-109(8)

5343

Salem, Oregon
May 12, 1958

Throughway Agreement
Bullards Bridge-Bandon Section
Oregon Coast Highway
Coos County

Mr. Leonard I. Lindas
OFFICE

The State Highway Commission plans to call for bids on the subject named project in the near future. Please prepare an agreement covering the following points:

THIS AGREEMENT, made and entered into this ____ day of ______, 1958, by and between the STATE OF OREGON, hereinafter called "State," and COOS COUNTY, a political subdivision of the State of Oregon, by and through its County Court, hereinafter called "County";

WITNESSETH:

RECITALS:

1. For the purpose of furthering the development of a highway system adapted to the needs of the people of the State of Oregon and for the promotion of the safe and expeditious flow of traffic, State and County plan and propose to construct the Bullards Bridge-Bandon Section of the Oregon Coast Highway, State Primary Highway No. 9, as a throughway as that term is defined in ORS 374.010. Hereinafter all acts necessary to accomplish this end shall be referred to as "project."

2. Pursuant to ORS 366.775, State and County may enter into agreements for the construction, reconstruction, improvement, or repair of any road, highway, or street.

3. Pursuant to ORS 374.060 and ORS 374.065, State is empowered, with the official approval of County, to close any street or road at or near its point of intersection with the throughway or to make provision for the carrying of the street or road over or under the throughway.

NOW, THEREFORE, the premises being in general as stated in the foregoing recitals, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY STATE:

1. State shall prepare the plans, obtain all right-of-way by

NOTED
G. S. PAXSON

purchase or otherwise, let and award all contracts, and supervise construction of the project.

2. State shall construct a connection connecting an unnamed county road to the throughway as shown colored in green and orange on the attached Exhibit "A." State is to maintain that portion shown colored in green.

3. State shall construct a connection connecting Prosper Road to the throughway and Riverside Drive as shown colored in orange and green on the attached Exhibit "A." State is to maintain that portion shown colored in green.

THINGS TO BE DONE BY COUNTY:

1. County, by execution of this agreement, approves said Exhibit "A" attached hereto and all of the provisions set forth under THINGS TO BE DONE BY STATE.

2. County agrees that by formal order or resolution it will designate as one-way the northbound off-leg of the road connection described in paragraph 2 under THINGS TO BE DONE BY STATE.

3. County agrees that no county roads will be constructed running into or intersecting the said throughway without first obtaining the written approval of State.

4. County agrees to execute this agreement during a duly authorized session of its County Court.

-

-

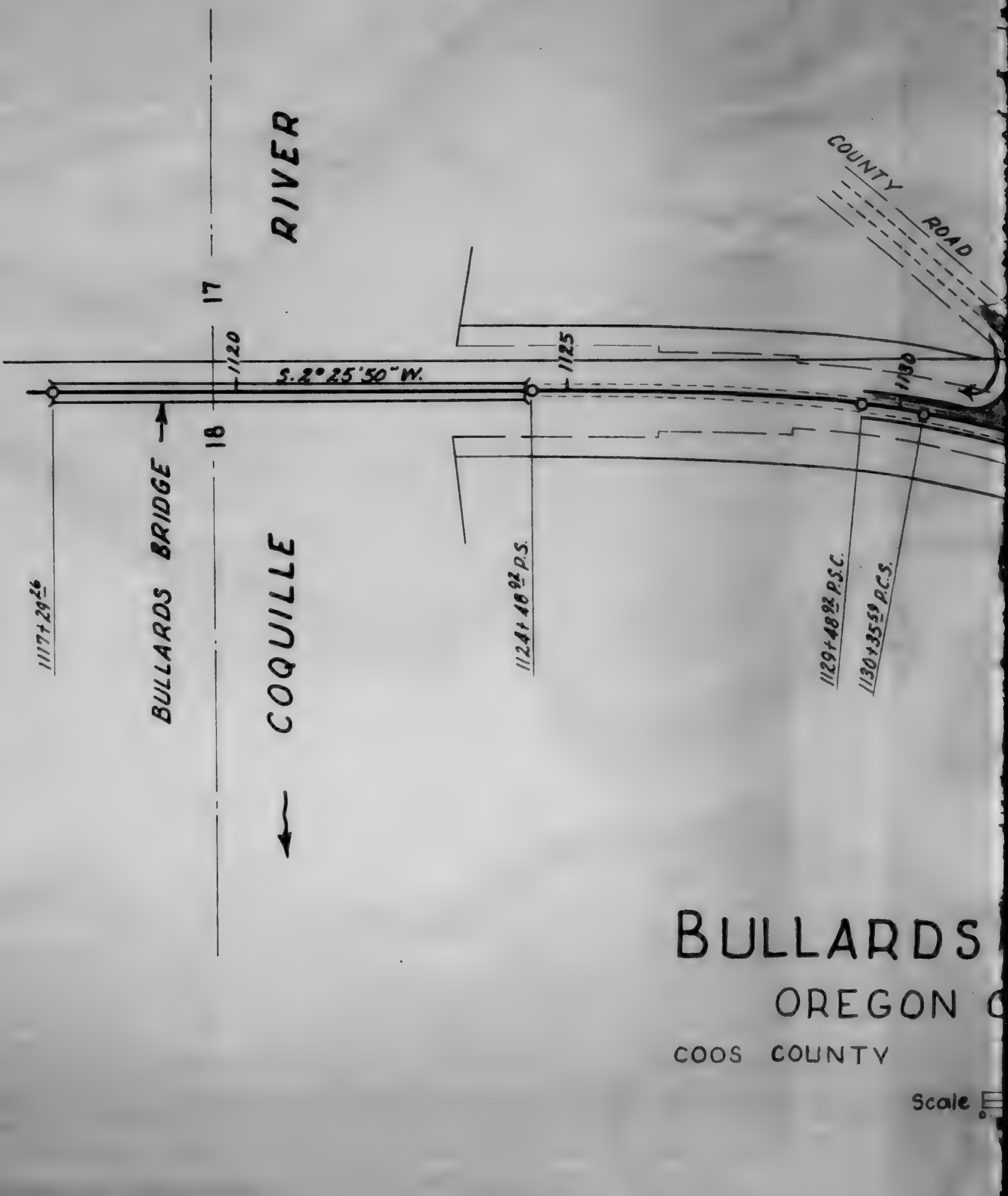
Please prepare six copies of the agreement in addition to any required by the Legal Division. Copies of the exhibit will be furnished by County and City Relations.

F.C. ld

for G. S. Paxson
Assistant State Highway Engineer

JDG:mm
Att.

cc: Tom Edwards
C. G. Swenson

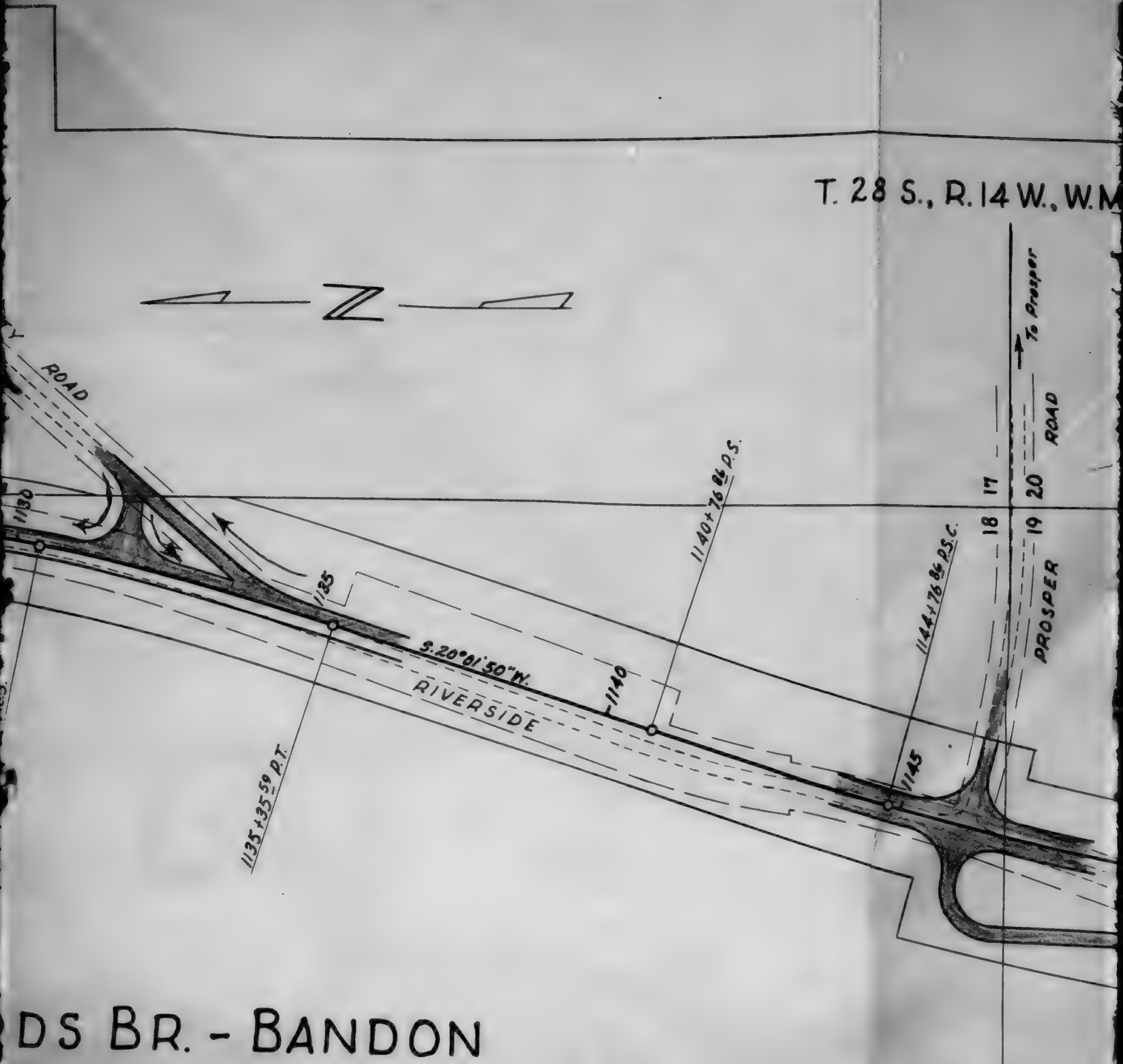

RIVER
17
18
1120
1125
1130
S. 2° 25' 50" W.
BULLARDS BRIDGE
COQUILLE
COUNTY ROAD
1117+29.26
1124+18.92 P.S.
1129+48.92 P.S.C.
1130+35.59 P.C.S.

BULLARDS

OREGON C

COOS COUNTY

Scale

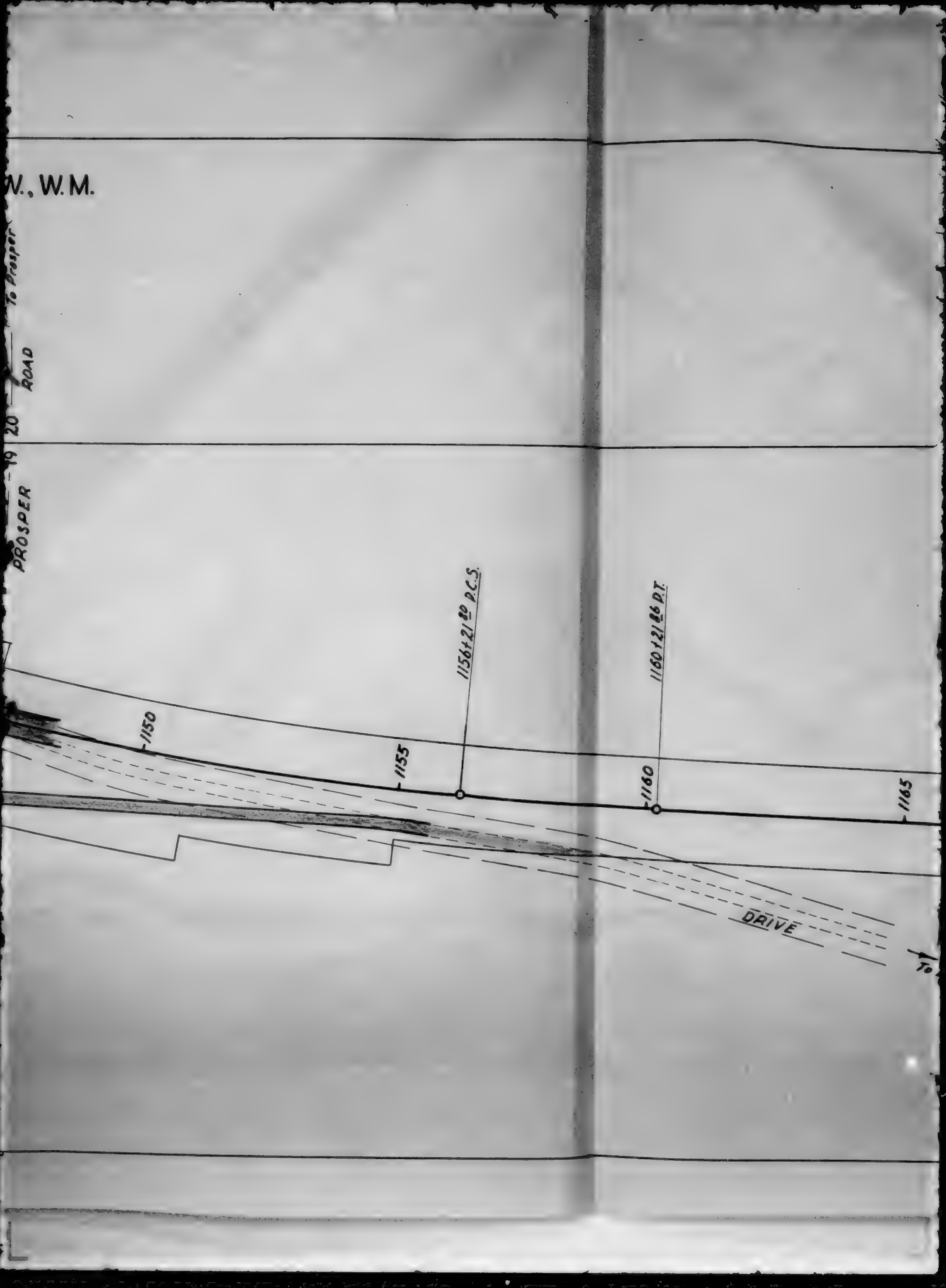

T. 28 S., R. 14 W., W.M
ROAD
1130
1135
S. 20°01'50" W.
1140
1140+76.86 P.S.
RIVERSIDE
1135+35.59 P.T.
1145
1144+76.86 P.S.C.
18
17
20
19
To Prosper
ROAD
PROSPER

DS BR. - BANDON

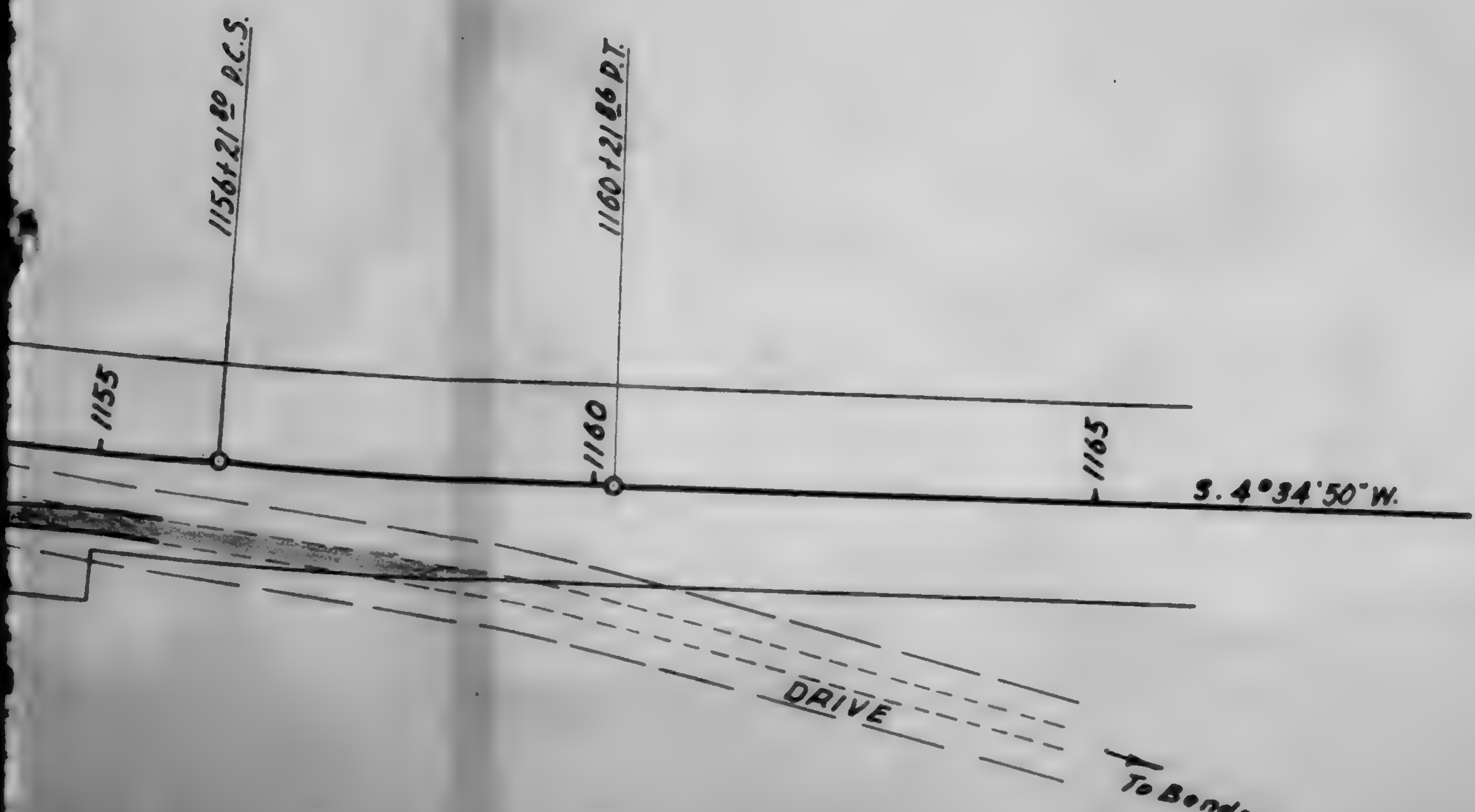
ON COAST HIGHWAY

NOV. 1957

Scale 0 100 200 Feet



W., W.M.
To Prosper
ROAD
20
19
PROSPER
1150
1155
1156+21$^{\underline{80}}$ P.C.S.
1160+21$^{\underline{86}}$ P.T.
1160
1165
DRIVE
To


1156+21$^{\underline{80}}$ P.C.S.
1160+21$^{\underline{86}}$ P.T.
1155
1160
1165
S. 4°34'50" W.
DRIVE
To Bandon

Form E-49—30M—

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

Bullards Bridge Bandon
Crushed Gravel Base 10¾"
7-30-58
Leveling Course 2"
O[illegible] 1¼"

Item		Unit	Net	Allow	Grand	Price	Amount
a) 1½"-0" Crushed Base		C.Y	27,920	2,790	30,710	4.30	$132,053.00
b) ¾"-0 Leveling		Cu. Yd.	4,955	495	5,450	4.30	23,435.00
c. Sprinkling		M-Gal	821	79	900	2.50	2,250.00
d Preparation of Base		Mile	1.88	—	1.88	150.00	282.00
e) Furnishing & Placing Aggregate		C.Y	2503	127	2630	6.50	17,095.00
f. 200-300 Asphalt		Tons	185	15	200	45.00	9,000.00
g) RS-2 Asphalt		Tons	53	7	60	47.00	2,820.00
							$186,925.00

Same with Mr. Hinsdale's Prices.

a. 1½"-0" Crushed Base		C.Y	27,920	2,790	30,710	3.75	$115,162.50
b. ¾"-0" Leveling Course		C.Y	4,955	495	5,450	3.85	20,982.50
c. Sprinkling		M.-Gal	821	79	900	2.50	2,250.00
d. Preparation of Base		Miles	1.88	—	1.88	150.00	282.00
e. Furnishing & Placing Aggregates		C.Y	2,503	127	2630	6.25	16,437.50
f. 200-300 Asphalt		Tons	185	15	200	47.00	9,400.00
g. RS-2 Asphalt		Tons	53	7	60	54.00	3,240.00
							$167,754.50

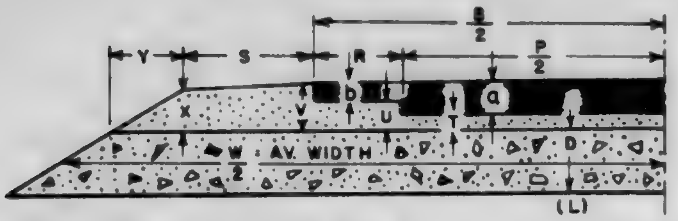
Surfacing Calculation Sheet   10 3/4 7150.2 [illegible]   Sheet 1 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

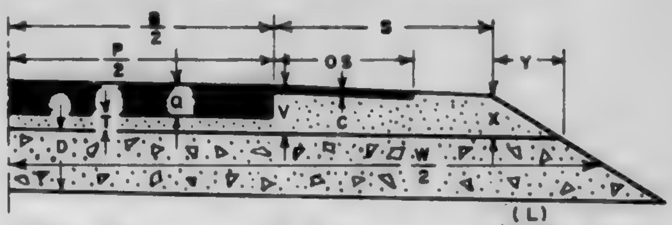
Made by ______________________, 19____ Checked by ______________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ________ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1120 To Sta. 1142+50 = (L) 1850 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

57 64.375

((W) 61.6875 x (D) .80593 x (L) 1850 / 27) (1.30)* = ---------- 4922 Cu. Yds.

(****) = ---------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course [(** (R) ____ x (U) ____) + ((P) 48 x (T) .1666) / 27] ((L) 850) = 508

.8333   .041667

Shoulders [((V) .1667 + (X) .1667 / 2 x (S) 5) + ((X) .1667 / 2 x (Y) .5) − ((OS) ____ x (C) ____)*** / 27] (2) ((L) 1850) = 120

(1.30) = 868 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
- ________ Cu. Yds. x .020 = ________
- ________ Tons x .016 = ________

Crushed Material
- 5790 Cu. Yds. x .025 = ________
- ________ Tons x .020 = ________

Earthwork ________ Cu. Yds. x .001 = ________

---------- 145 M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____) (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ---------- ________ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x **** (Tons/Sq. ft. 1" Thick) ______ = ________

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ________

---------- ________ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------- ________ Tons

OIL MAT WEARING SURFACES

((P) (OS) 50 x (L) 1850)

Penetration Asphalt (****) = ---------- 37 Tons

Emulsified Asphalt ( ) = ---------- 11 Tons

Aggregates
- 1¼"–¾" ( ) = 226 Cu. Yds. (****) = ________ Tons
- ¾"–½" ( ) = 93 Cu. Yds. ( ) = ________ Tons
- ½"–¼" ( ) = 93 Cu. Yds. ( ) = ________ Tons
- ¼"–#10 ( ) = 93 Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

FACTORS FOR CONVERTING VOLUME OF ROCK OR GRAVEL MATERIALS TO TONS

		Specific Gravity					
		2.60	2.65	2.70	2.75	2.80	2.85
Bottom Course Base	(Crushed Rock	1.6230	1.6542	1.6854	1.7167	1.7479	1.7791
	(Crushed Gravel	1.6515	1.6832	1.7149	1.7468	1.7785	1.8102
Top Course Base	(Crushed Rock	1.5682	1.5984	1.6285	1.6588	1.6889	1.7190
	(Crushed Gravel	1.6054	1.6364	1.6673	1.6981	1.7290	1.7599
Aggregate in Binder	(Crushed Rock	1.3229	1.3484	1.3738	1.3993	1.4247	1.4502
	(Crushed Gravel	1.3668	1.3930	1.4193	1.4456	1.4719	1.4981
Oiling Aggregate							
1¼″– ¾″ Material		1.0908	1.118	1.1327	1.1537	1.1747	1.1956
¾″– ½″ Material		1.0821	1.1028	1.1236	1.1444	1.1652	1.1860
½″– ¼″ Material		1.0821	1.1028	1.1236	1.1444	1.1652	1.1860
¼″–#10 Material		1.0645	1.0849	1.1054	1.1259	1.1463	1.1668

Factors for Bottom and Top Course Base are Tons of dry compacted material per cubic yard.

Factors for Binder and Oiling Aggregates are Tons of dry loose material per cubic yard.

DECIMALS OF A FOOT PER EACH QUARTER OF AN INCH

		¼″	½″	¾″
		.02083	.04167	.06250
1″	.08333	.10417	.12500	.14583
2″	.16667	.18750	.20833	.22917
3″	.25000	.27083	.29167	.31250
4″	.33333	.35417	.37500	.39583
5″	.41667	.43750	.45833	.47917
6″	.50000	.52083	.54167	.56250
7″	.58333	.60417	.62500	.64583
8″	.66667	.68750	.70833	.72917
9″	.75000	.77083	.79167	.81250
10″	.83333	.85417	.87500	.89583
11″	.91667	.93750	.95833	.97917

FACTORS FOR COMPUTING ASPHALT IN BINDER COURSE

Type of Bit. Cement	Gals./Ton at Normal Applic. Temp.	Tons/Sq.Ft.
RC-2	260	0.000160
RC-3	259	0.000161
MC-2	258	0.000161
MC-3	258	0.000161
120-150	265	0.000157
200-300	262	0.000159
RS-1 Emulsified	241	0.000173
RS-2 Emulsified	244	0.000171

FACTORS FOR COMPUTING ASPHALTIC CONCRETE PAVEMENT

Specific Gravity of Aggregates	Tons/Sq.Ft. 1″ Thick
2.50	0.00573
2.55	0.00582
2.60	0.00591
2.65	0.00601
2.70	0.00611
2.75	0.00621
2.80	0.00631
2.85	0.00642
2.90	0.00654

FACTORS FOR COMPUTING QUANTITIES IN OIL MAT WEARING SURFACES

		0-11	Shldr. Oiling 0-11 Mod.	0-9	0-32	D-0-30	0-31
Penetration Asphalt	(120-150	.000389	.000388	.000189	.000168	.000168	.000084
	(200-300	.000403	.000392	.000191	.000170	.000170	.000085
Emulsified Asphalt		.000115	.000115	.000115			
1¼″–¾″ Aggregates		.00244	.00244				
¾″–½″ Aggregates		.001	.001	.00144		.001	
½″–¼″ Aggregates		.001	.00122	.00067	.00089	.00078	.00089
¼″–No. 10 Aggregates		.001	.00056	.001	.00039	.00022	

Use 200-300 Asphalt only in coastal area and on east and west slopes of the Coast Range. Use 120-150 Asphalt in all other areas. The above factors are based on the standard average rates of spread; Asphalt in tons and Aggregates in cubic yards.

State Printing 12811
Form E-377—5-56

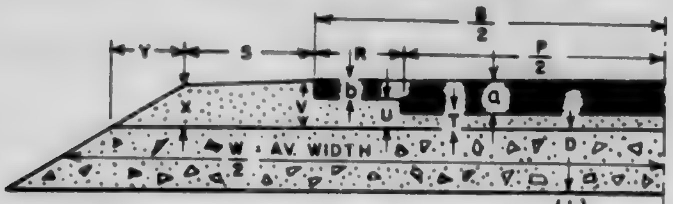
Surfacing Calculation Sheet   Sheet 2 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

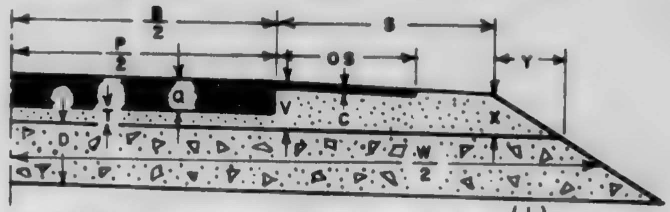
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1155 To Sta. 1215 = 6000 Feet 600

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

((W) 42.6875 x (D) .89583 x (L) 6000 / 27) (1.30)* = ---------- 11,306 Cu. Yds.

(****) = ---------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course [(** (R) ~~____~~ x (U) ____) + ((P) 2.2 x (T) .1667) / 27] ((L) 6000) = 815

1.15   .041667

Shoulders [(((V) .1667 + (X) .183) / 2 x (B) 9) + ((X) .1667 / 2 x (Y) 5) − ((OS) ~~____ x (C) ____~~)*** / 27] (2) ((L) 6000) = 685

(1.30) = 1950 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material ______ Cu. Yds. x .020 = ______

______ Tons x .016 = ______

Crushed Material 13256 Cu. Yds. x .025 = ______

______ Tons x .020 = ______

Earthwork ______ Cu. Yds. x .001 = ______

---------- 331 M-Gals.

BINDER COURSE

Aggregates ((B) ______ x (L) ______) (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

---------- ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------- ______ Tons

OIL MAT WEARING SURFACES

((P)/(OS) 24 x (L) 6000)

Penetration Asphalt (****) = ---------- 58 Tons

Emulsified Asphalt ( ) = ---------- 17 Tons

Aggregates

1¼"-¾" ( ) = 351 Cu. Yds. (****) = ______ Tons

¾"-½" ( ) = 144 Cu. Yds. ( ) = ______ Tons

½"-¼" ( ) = 144 Cu. Yds. ( ) = ______ Tons

¼"-#10 ( ) = 144 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

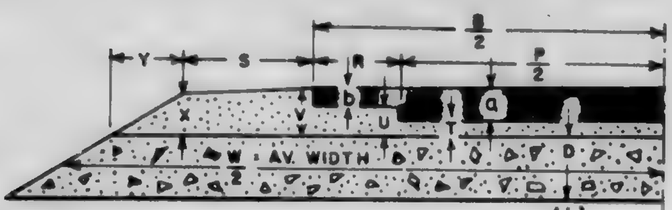
Surfacing Calculation Sheet

Sheet 3 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

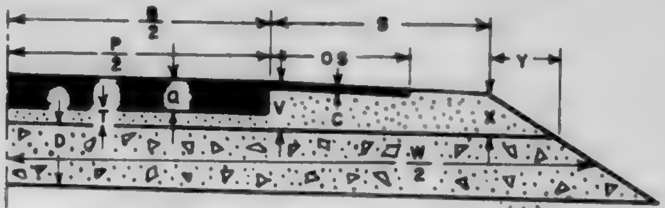
Calculations for ____________________
Made by ____________________ , 19____ Checked by ____________________ , 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To Sta. ________ = ________ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. Taper To Sta. ________ = 2090 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{5266 \times .80583 \times 2090}{27}\right)(1.30)^{*}$ = ---------------- 4750 Cu. Yds.
(W) (D) (L)
(****) = ---------------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** $\left[\frac{(\ \times\ )+(35 \times .16667)}{27}\right]$ (2090) = 451
(R) (U) (P) (T) (L) 1.1667 .04166

Shoulders $\left[\frac{\left(\frac{.16667+.16667}{2} \times 7\right)+\left(\frac{.1667}{2} \times .5\right)-\left(\ \times\ \right)}{27}\right]$ (2)(2090) = 187
(V) (X) (S) (X) (Y) (OS) (C) ***

(1.30) = 829 Cu. Yds.
(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
5579 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

---------------- 139 M-Gals.

BINDER COURSE

Aggregates (____ x ____)(.001) = ---------- ________ Cu. Yds. (****) = ________ Tons
(B) (L)
Asphalt (****) = ---------------- ________ Tons

ASPHALTIC CONCRETE

(Tons/Sq. ft. 1" Thick) ****

Roadway ____ x ____ x ____ x ____ = ________
(P) (L) (a)
Shoulders ____ x ____ x ____ x ____ = ________
(R) (L) (b)

---------------- ________ Tons

TACK COAT

Emulsified Asphalt ____ x ____ x .0000187 = ---------------- ________ Tons
(WIDTH) (L)

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = ---------------- 31 Tons

Emulsified Asphalt ( ) = ---------------- 9 Tons

Aggregates (37 x 2090) (P) (OS) (L)

1¼"-¾"	( ) =	189 Cu. Yds.	(****) =	________ Tons
¾"-½"	( ) =	77 Cu. Yds.	( ) =	________ Tons
½"-¼"	( ) =	77 Cu. Yds.	( ) =	________ Tons
¼"-#10	( ) =	77 Cu. Yds.	( ) =	________ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

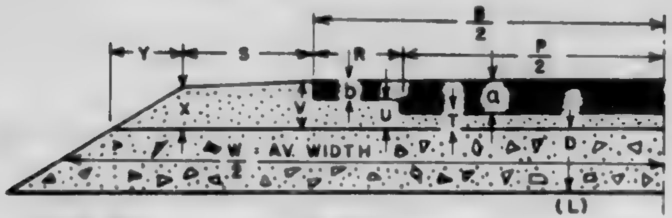
Surfacing Calculation Sheet Sheet 4 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Existing Hwy

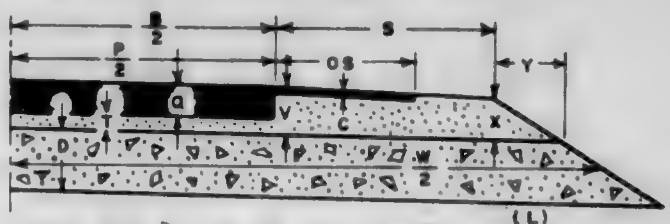
Made by ________________, 19___ Checked by ________________, 19___

HALF SECTION (Paved Shoulder)



From Sta. ________ To Sta. ________ = ________ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 3+50 To Sta. 16+50 = 1300 (L) Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{41.6875\ (W) \times .89583\ (D) \times 1300\ (L)}{27}\right)(1.30)^{*}$ = ---------- 2337 Cu. Yds.

(****) = ---------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\ \ (R)\ \times\ \ (U)\ )^{**} + (28\ (P) \times .1667\ (T))}{27}\right]$ (1300 (L)) = 209

.8333 .041667

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2} \times 5\ (S)\right) + \left(\frac{(X)}{2} \times\ (Y)\right) - \left(\ (OS) \times\ (C)\right)^{***}}{27}\right]$ (2) (1300 (L)) = 84

(1.30) = 381 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
2718 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork ________ Cu. Yds. x .001 = ________

---------- 68 M-Gals.

BINDER COURSE

Aggregates (____ (B) x ____ (L)) (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ---------- ________ Tons

ASPHALTIC CONCRETE

Roadway ____ (P) x ____ (L) x ____ (a) x ____ (Tons/Sq. ft. 1" Thick)**** = ________

Shoulders ____ (R) x ____ (L) x ____ (b) x ____ = ________

---------- ________ Tons

TACK COAT

Emulsified Asphalt ____ (WIDTH) x ____ (L) x .0000187 = ---------- ________ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = ---------- 26 Tons

Emulsified Asphalt ( ) = ---------- 7 Tons

Aggregates (50 (P)(OS) x 1300 (L))

1¼"-¾" ( ) = 159 Cu. Yds. (****) = ________ Tons

¾"-½" ( ) = 65 Cu. Yds. ( ) = ________ Tons

½"-¼" ( ) = 65 Cu. Yds. ( ) = ________ Tons

¼"-#10 ( ) = 65 Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

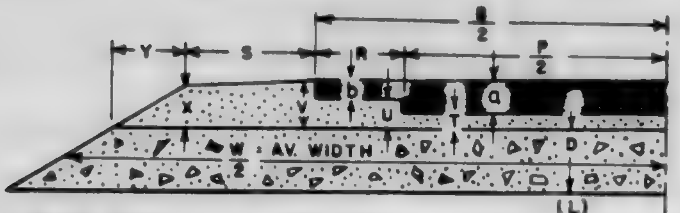
Surfacing Calculation Sheet

Sheet 5 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

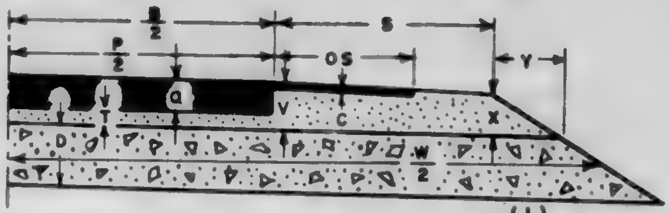
Calculations for A Line
Made by ______________, 19____ Checked by ______________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1220 To Sta. 1229 = 900 (L) Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

[illegible] $\left(\frac{34.68\ (W) \times .89\ (D) \times 900\ (L)}{27}\right)(1.30)^{*}$ = ---------------------- 1220 Cu. Yds.

(****) = ---------------------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\ \ (R) \times \ \ (U))^{**} + (16\ (P) \times .6667\ (T))}{27}\right]$ (900 (L)) = 89

1.00 900

Shoulders $\left[\frac{\left(\frac{(V) + (X)}{2} \times 6\ (S)\right) + \left(\frac{(X)}{2} \times .5\ (Y)\right) - (\ \ (OS) \times \ \ (C))^{***}}{27}\right]$ (2) (900 (L)) = 69

(1.30) = 205 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material
______ Cu. Yds. x .020 = ______
______ Tons x .016 = ______

Crushed Material
1435 Cu. Yds. x .025 = ______
______ Tons x .020 = ______

Earthwork
______ Cu. Yds. x .001 = ______

- - - - - - - - - - 36 M-Gals.

BINDER COURSE

Aggregates (____ (B) x ____ (L)) (.001) = - - - - - - - - - ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = - ______ Tons

ASPHALTIC CONCRETE

Roadway ____ (P) x ____ (L) x ____ (a) x ____ (Tons/Sq. ft. 1" Thick)**** = ______

Shoulders ____ (R) x ____ (L) x ____ (b) x ____ = ______

- - - - - - - - - ______ Tons

TACK COAT

Emulsified Asphalt ____ (WIDTH) x ____ (L) x.0000187 = - - - - - - - - - - - - - - ______ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = - - - - - - - - - - - - - - - - 7 Tons

Emulsified Asphalt ( ) = - - - - - - - - - - - - - - - - 2 Tons

Aggregates (16 (P) (OS) x 900 (L))

1¼"-¾" ( ) = 40 Cu. Yds. (****) = ______ Tons

¾"-½" ( ) = 16 Cu. Yds. ( ) = ______ Tons

½"-¼" ( ) = 16 Cu. Yds. ( ) = ______ Tons

¼"-#10 ( ) = 16 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

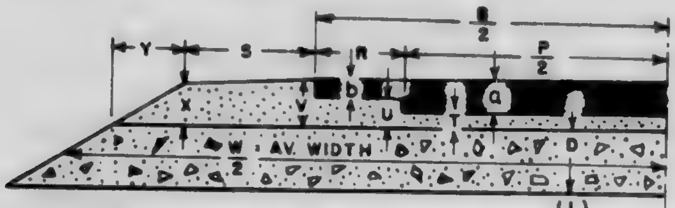
Surfacing Calculation Sheet

Sheet 5 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

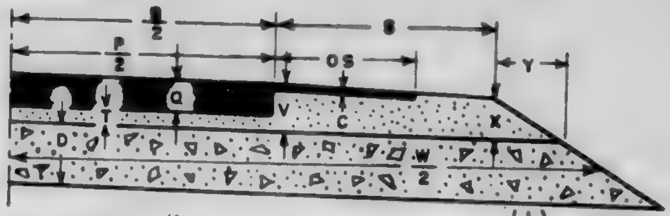
Calculations for A Line
Made by ____________, 19____ Checked by ____________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1220 To Sta. 1229 = 900 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

[illegible] ((W) 3[illegible] x (D) .8[illegible] x (L) 9[illegible] / 27) (1.30)* = ---------- 1230 Cu. Yds.
(****) = ---------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course [** ((R) ____ x (U) ____) + ((P) 16 x (T) .[illegible]) / 27] ((L) [illegible]) = 59
1.00

Shoulders [((V) ____ + (X) ____ / 2 x (S) 6) + ((X) ____ / 2 x (Y) .5) − ((OS) ____ x (C) ____)*** / 27] (2) ((L) [illegible]) = 60

(1.30) = 265 Cu. Yds.
(****) = ______ Tons

SPRINKLING

Uncrushed Material ______ Cu. Yds. x .020 = ______
______ Tons x .016 = ______
Crushed Material 1435 Cu. Yds. x .025 = ______
______ Tons x .020 = ______
Earthwork ______ Cu. Yds. x .001 = ______
---------- 36 M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____) (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons
Asphalt (****) = ---------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______
Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______
---------- ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------- ______ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt ((P)/(OS) 16 x (L) 900) (****) = ---------- 7 Tons
Emulsified Asphalt ( ) = ---------- 2 Tons
Aggregates 1¼"-¾" ( ) = 40 Cu. Yds. (****) = ______ Tons
Aggregates ¾"-½" ( ) = 16 Cu. Yds. ( ) = ______ Tons
Aggregates ½"-¼" ( ) = 16 Cu. Yds. ( ) = ______ Tons
Aggregates ¼"-#10 ( ) = 16 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

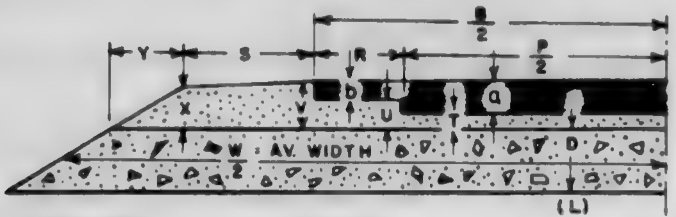
Surfacing Calculation Sheet　　　　　　　　Sheet 6 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

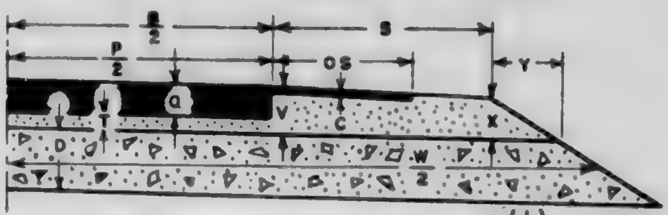
Calculations for County Roads

Made by ____________, 19____ Checked by ____________, 19____

HALF SECTION (Paved Shoulder)　　　　HALF SECTION (Stone or Oiled Shoulder)



From Sta. ________ To Sta. ________ = ______ Feet



From Sta. ______ To Sta. ______ = (L) 2950 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING　　　　**NET QUANTITIES**

$\left(\frac{33.15 \times .71667 \times 2950}{27}\right)(1.30)^{*} = $ ---------- 3375 Cu. Yds.

(****) = ---------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** $\left[\frac{((R)\ \times\ (U)) + ((P)\ 20 \times (T)\ .1667)}{27}\right]((L)\ 2950) = $ 364

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2} \times (S)\ 5\right) + \left(\frac{(X)}{2} \times (Y)\right) - ((OS) \times (C))^{***}}{27}\right](2)((L)\ 2950) = $ 19

(1.30) = 722 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material ______ Cu. Yds. x .020 = ______

______ Tons x .016 = ______

Crushed Material 4092 Cu. Yds. x .025 = ______

______ Tons x .020 = ______

Earthwork ______ Cu. Yds. x .001 = ______

---------- 102 M-Gals.

BINDER COURSE

Aggregates $\left(\frac{(B) \times (L)}{}\right)$ (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ____ x (L) ____ x (a) ____ x (Tons/Sq. ft. 1" Thick) **** ____ = ______

Shoulders (R) ____ x (L) ____ x (b) ____ x ____ = ______

---------- ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------- ______ Tons

OIL MAT WEARING SURFACES

$\left(\frac{(P)(OS)\ 22 \times (L)\ 2950}{}\right)$

Penetration Asphalt (****) = ---------- 26 Tons

Emulsified Asphalt ( ) = ---------- 7 Tons

Aggregates

1¼"-¾" ( ) = 158 Cu. Yds. (****) = ______ Tons

¾"-½" ( ) = 65 Cu. Yds. ( ) = ______ Tons

½"-¼" ( ) = 65 Cu. Yds. ( ) = ______ Tons

¼"-#10 ( ) = 65 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

155,280

OREGON STATE HIGHWAY
DEPARTMENT
COLUMNAR TABULATION SHEET

SHEET .... OF .... SHEETS

7-30-58

Bullards Bridge - Bandon
Crushed Gravel Base 8½"
Leveling Course 2"
A. C. Pavement 3½"
Oiled Shoulders

Item	Unit	Net	Allow	Quant	Price	Amount
a. 1½-0 Crushed Base	C.Y.	20,702	2,068	22,770	4.30	$ 97,911.00
b. 3/4-0 Leveling Course	C.Y.	3,241	329	3,570	4.30	15,351.00
c. Asphaltic Concrete Pavement	Tons	8,316	834	9,150	9.25	84,637.50
d. 3/4-0 in Shoulders	C.Y.	2,510	250	2,760	4.30	11,868.00
e. Sprinkling	M-Gal	662	68	730	2.50	1,825.00
f. Furnishing & Placing Aggregates	C.Y.	810	40	850	6.50	5,525.00
g. 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
h. RS-2 Asphalt	Tons	18	2	20	60.00	1,200.00
i.						$ 222,167.50

Same with Mr. Hinsdale's Prices

a. 1½"-0" Crushed Base	C.Y.	20,702	2,068	22,770	3.75	$ 85,387.50
b. 3/4"-0" Leveling Course	C.Y.	3,241	329	3,570	3.85	13,744.50
c. Asphaltic Concrete Pavement	Tons	8,316	834	9,150	8.30	75,945.00
d. 3/4"-0" in Shoulders	C.Y.	2,510	250	2,760	3.85	10,626.00
e. Sprinkling	M.-Gal.	662	68	730	2.50	1,825.00
f. Furnishing & Placing Aggregates	C.Y.	810	40	850	6.50	5,525.00
g. 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
h. RS-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						$198,103.00

Surfacing Calculation Sheet 8½" Base 2" Leveling - 3½" ACD Oiled Shoulders

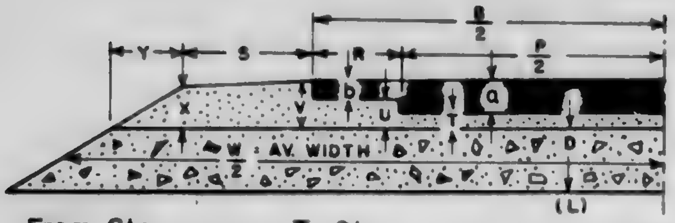
Sheet 1 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

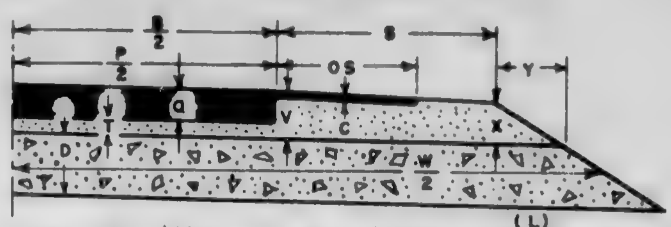
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To Sta. ________ = ________ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1129 To Sta. 1474⁺⁸⁸ = 1850 (L) Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING **NET QUANTITIES**

57 + 6 + 2 = ((W) 60.14 x (D) .70833 x (L) 1850 / 27) (1.30)* = ---------------- 3795 Cu. Yds.

(****) = ---------------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course [(** (R) —— x (U) ——) + ((P) 48 x (T) .1667) / 27] ((L) 1850) = 548

Shoulders [((V) (.45833 + .33833) / 2 x (X) 4) + ((S) .59333 (X) .33833 / 2 x (Y) 6 .169156) − ((OS) 4 x (C) 1.25) *** / 27] (2) ((L) 1850) = 185

(1.30) = 953 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
4748 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

---------------- 119 M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____) (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ---------------- ________ Tons

ASPHALTIC CONCRETE

Roadway (P) 48 x (L) 1850 x (a) 3.5 x **** (Tons/Sq. ft. 1" Thick) .006 = 1865

Shoulders (R) ____ x (L) ____ x (b) ____ x ____ = ________

---------------- 1865 Tons

TACK COAT

Emulsified Asphalt (WIDTH) ________ x (L) ________ x .0000187 = ---------------- ________ Tons

OIL MAT WEARING SURFACES

((P) (OS) 8 x (L) 1850)

Penetration Asphalt (****) = ---------------- 6 Tons

Emulsified Asphalt ( ) = ---------------- 2 Tons

Aggregates
1¼"–¾" ( ) = 36 Cu. Yds. (****) = ________ Tons
¾"–½" ( ) = 15 Cu. Yds. ( ) = ________ Tons
½"–¼" ( ) = 18 Cu. Yds. ( ) = ________ Tons
¼"–#10 ( ) = 8 Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

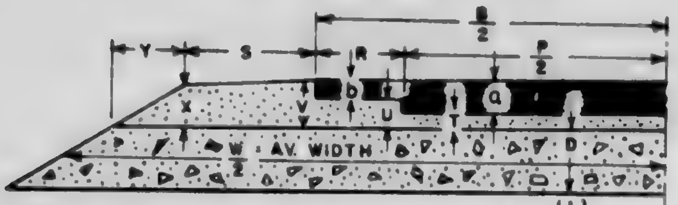
Surfacing Calculation Sheet

Sheet 2 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

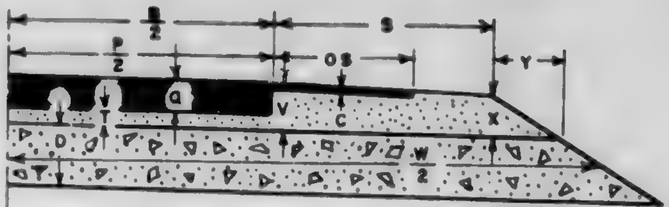
Calculations for ______________________________
Made by ______________________, 19____ Checked by ______________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To Sta. ________ = ________ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1155 To Sta. 1215 = 6000 (L) Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

333 + 4056

$\left(\frac{41.435 \times .70833 \times 6000}{27}\right)$ (W) (D) (L) (1.30)* = ---------- 8479 Cu. Yds.

(****) = ---------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\quad \times \quad) + (22 \times .1667)}{27}\right]$ ** (R) (U) (P) (T) (6000) (L) = 815

Shoulders $\left[\frac{\left(\frac{4.0833 + 2.1833}{2} \times 8\right) + \left(\frac{2.1833}{2} \times 1.0\right) - (8 \times .16666)}{27}\right]$ (V) (X) (S) (X) (Y) (OS) (C) *** (2) (6000) (L) = 881

(1.30) = 2205 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
10684 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

---------- 267 M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____) (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ---------- ________ Tons

ASPHALTIC CONCRETE

Roadway 22 (P) x 6000 (L) x 3.5 (a) x .006 **** (Tons/Sq. ft. 1" Thick) = ________

Shoulders ____ (R) x ____ (L) x ____ (b) x ____ = ________

---------- 2772 Tons

TACK COAT

Emulsified Asphalt ____ (WIDTH) x ____ (L) x .0000187 = ---------- ________ Tons

OIL MAT WEARING SURFACES

(P) (OS) 16 x (L) 6000

Penetration Asphalt (****) = ---------- 38 Tons

Emulsified Asphalt ( ) = ---------- 11 Tons

Aggregates
1¼"-¾" ( ) = 234 Cu. Yds. (****) = ________ Tons
¾"-½" ( ) = 96 Cu. Yds. ( ) = ________ Tons
½"-¼" ( ) = 117 Cu. Yds. ( ) = ________ Tons
¼"-#10 ( ) = 54 Cu. Yds. ( ) = ________ Tons

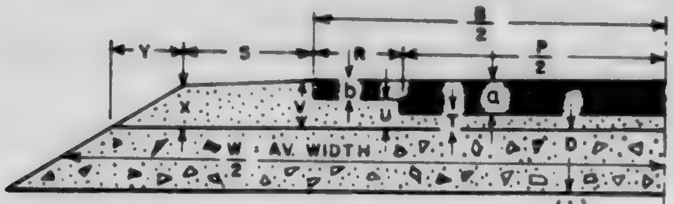
* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet Sheet 3 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

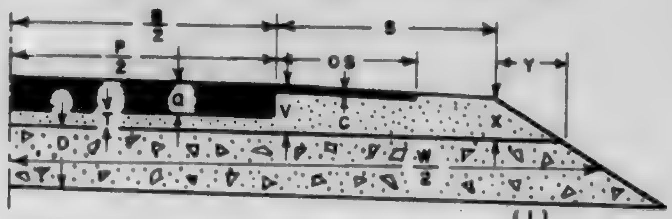
Calculations for ______________________________
Made by ______________, 19____ Checked by ______________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet
2090 See First Sect.

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$$\left(\frac{\overset{(W)}{50.7825} \times \overset{(D)}{[illegible]} \times \overset{(L)}{2090}}{27}\right)\overset{*}{(1.30)} = \text{- - - - - - - -}\ 3619.\ \text{Cu. Yds.}$$

$$\overset{****}{(\quad)} = \text{- - - - - - - -}\ \_\_\_\_\_\ \text{Tons}$$

TOP COURSE BASE or LEVELING COURSE

$$\text{Leveling Course}\left[\frac{\overset{**\,(R)}{(\cancel{\quad \times \quad}}\overset{(U)}{)} + (\overset{(P)}{35} \times \overset{(T)}{.16667})}{27}\right]\overset{(L)}{(2090\ )} = 452$$

2.21 .1391667

$$\text{Shoulders}\left[\frac{\left(\frac{\overset{(V)}{4933} + \overset{(X)}{.27833}}{2} \times \overset{(S)}{6}\right) + \left(\frac{\overset{(X)}{27833}}{2} \times \overset{(Y)}{1.}\right) - \left(\overset{(OS)}{6} \times \overset{(C)}{.10467}\right)^{***}}{27}\right](2)\overset{(L)}{(2090)} = 267$$

.25

$$(1.30) = 935\ \text{Cu. Yds.}$$

$$\overset{****}{(\quad)} = \_\_\_\_\_\ \text{Tons}$$

SPRINKLING

Uncrushed Material
______ Cu. Yds. x .020 = ______
______ Tons x .016 = ______

Crushed Material
4554 Cu. Yds. x .025 = ______
______ Tons x .020 = ______

Earthwork
______ Cu. Yds. x .001 = ______

- - - - - - - - 114 M-Gals.

BINDER COURSE

Aggregates $\left(\overset{(B)}{\_\_\_} \times \overset{(L)}{\_\_\_}\right)(.001) =$ - - - - - ______ Cu. Yds. $\overset{****}{(\quad)}$ = ______ Tons

Asphalt $\overset{****}{(\quad)}$ = - - - - - - - - ______ Tons

ASPHALTIC CONCRETE

Roadway $\overset{(P)}{35} \times \overset{(L)}{2090} \times \overset{(a)}{3.5} \times \overset{\text{****(Tons/Sq. ft. 1" Thick)}}{.006} =$ ______

Shoulders $\overset{(R)}{\_\_\_} \times \overset{(L)}{\_\_\_} \times \overset{(b)}{\_\_\_} \times \_\_\_ =$ ______

- - - - - - - - 1536 Tons

TACK COAT

Emulsified Asphalt $\overset{(WIDTH)}{\_\_\_} \times \overset{(L)}{\_\_\_} \times .0000187 =$ - - - - - - - - ______ Tons

OIL MAT WEARING SURFACES

$$\left(\overset{(P)(OS)}{12} \times \overset{(L)}{2090}\right)$$

Penetration Asphalt $\overset{****}{(\quad)}$ = - - - - - - - - 10 Tons
Emulsified Asphalt ( ) = - - - - - - - - 3 Tons

Aggregates
1¼"-¾" ( ) = 61 Cu. Yds. $\overset{****}{(\quad)}$ = ______ Tons
¾"-½" ( ) = 25 Cu. Yds. ( ) = ______ Tons
½"-¼" ( ) = 31 Cu. Yds. ( ) = ______ Tons
¼"-#10 ( ) = 14 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

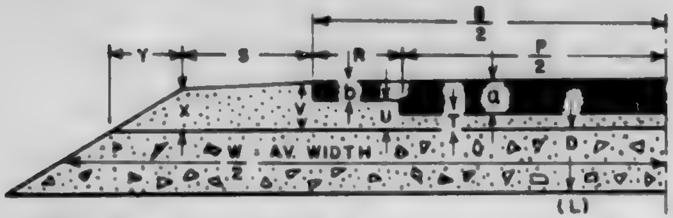
Surfacing Calculation Sheet Sheet 4 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ____________________

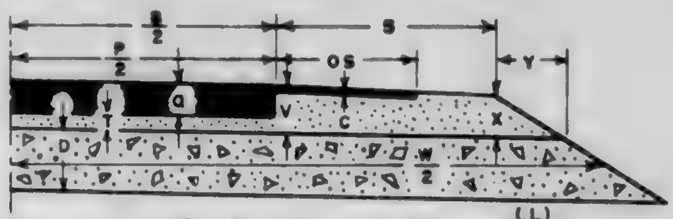
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ________ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 3+55 To Sta. 16+50 = (L) 1300 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING **NET QUANTITIES**

((W) 40.14 x (D) .70833 x (L) 1300 / 27)(1.30)* = -------------------- 1780 Cu. Yds.

(****) = -------------------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** [((R) — x (U)) + ((P) 28 x (T) .16667) / 27] ((L) 1300) = 225

1.54333 .164166 .416667

Shoulders [(((V) + (X))/2 x (S)) + ((X)/2 x (Y)) − ((OS) x (C))*** / 27] (2)((L) 1300) = 130

(1.30) = 462 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material ________ Cu. Yds. x .020 = ________

________ Tons x .016 = ________

Crushed Material 2242 Cu. Yds. x .025 = ________

________ Tons x .020 = ________

Earthwork ________ Cu. Yds. x .001 = ________

-------------------- 56 M-Gals.

BINDER COURSE

Aggregates ((B) x (L))(.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = -------------------- ________ Tons

ASPHALTIC CONCRETE

Roadway (P) 48 x (L) 1300 x (a) 3.5 x (Tons/Sq. ft. 1" Thick)*** .006 = ________

Shoulders (R) ____ x (L) ____ x (b) ____ x ____ = ________

-------------------- 1310 Tons

TACK COAT

Emulsified Asphalt (WIDTH) 20 x (L) 1300 x .0000187 = -------------------- 1 Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = -------------------- 4 Tons

Emulsified Asphalt ( ) = -------------------- 1 Tons

Aggregates ((P)(OS) 8 x (L) 1300)

1¼"-¾" ( ) = 25 Cu. Yds. (****) = ________ Tons

¾"-½" ( ) = 10 Cu. Yds. ( ) = ________ Tons

½"-¼" ( ) = 13 Cu. Yds. ( ) = ________ Tons

¼"-#10 ( ) = 6 Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

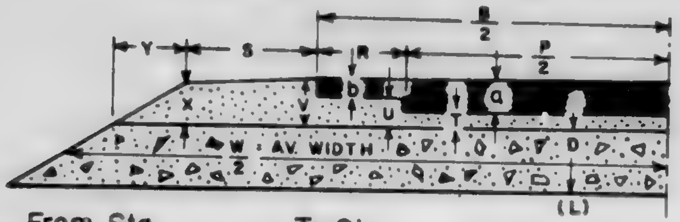
Surfacing Calculation Sheet

Sheet 5 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

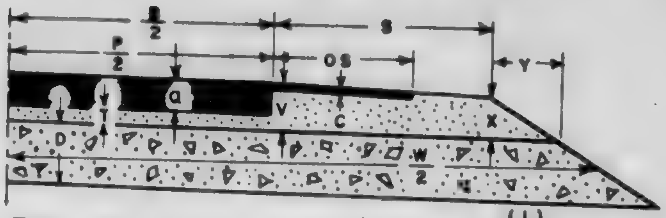
Calculations for ________ A Line
Made by ________, 19____ Checked by ________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1220 To Sta. 1229 = (L) 900 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

32'

((W) 29.975 x (D) .70833 x (L) 900 / 27) (1.30)* = -------------------- 920 Cu. Yds.
(****) = -------------------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course [(** (R) ____ x (U) ____) + ((P) 16 x (T) .1667) / 27] ((L) 900) = 89
1.916667   .1541667

Shoulders [(((V) .46833 + (X) .30833) / 2 x (S) 5) + ((X) .30833 / 2 x (Y) 10) − ((OS) 5 x (C) .10417)*** / 27] (2) ((L) 900) = 163

(1.30) = 250 Cu. Yds.
(****) = ______ Tons

SPRINKLING

Uncrushed Material: ______ Cu. Yds. x .020 = ______
______ Tons x .016 = ______

Crushed Material: 1170 Cu. Yds. x .025 = ______
______ Tons x .020 = ______

Earthwork: ______ Cu. Yds. x .001 = ______

------------ 29. M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____) (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons
Asphalt (****) = -------------------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) 16 x (L) 900 x (a) 3.5 x (Tons/Sq. ft. 1" Thick ****) .006 = ______
Shoulders (R) ____ x (L) ____ x (b) ____ x ____ = ______

------------ 302 Tons

TACK COAT

Emulsified Asphalt (WIDTH) ____ x (L) ____ x .0000187 = -------------------- ______ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt ((P)(OS) 10 x (L) 900) (****) = -------------------- 4 Tons
Emulsified Asphalt ( ) = -------------------- 1 Tons
Aggregates 1¼"-¾" ( ) = 22 Cu. Yds. (****) = ______ Tons
Aggregates ¾"-½" ( ) = 9 Cu. Yds. ( ) = ______ Tons
Aggregates ½"-¼" ( ) = 11 Cu. Yds. ( ) = ______ Tons
Aggregates ¼"-#10 ( ) = 5 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

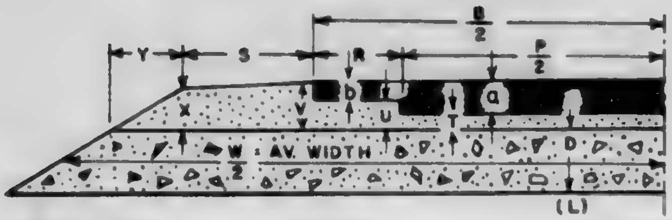
Surfacing Calculation Sheet Sheet 6 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ________________________________

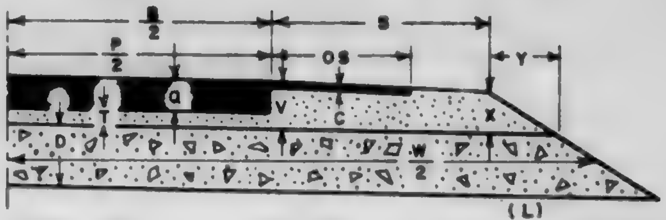
Made by ____________________ , 19____ Checked by ____________________ , 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet 2950

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING — NET QUANTITIES

30.00 + 32.89 $\left(\frac{\overset{(W)}{31.445} \times \overset{(D)}{.4722} \times \overset{(L)}{2950}}{27}\right)(1.30)^{*}$ = ---------------- 2109 Cu. Yds.

(****) = ---------------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{\overset{**}{}(\overset{(R)}{\cancel{\ }} \times \overset{(U)}{\cancel{\ }}) + (\overset{(P)}{20} \times \overset{(T)}{.1667})}{27}\right]$ ((L) 2950) = [illegible]

1.59333 .171704167 [illegible] ***

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{.4583} + \overset{(X)}{.2833}}{2} \times \overset{(S)}{4}\right) + \left(\frac{\overset{(X)}{.3183}}{2} \times \overset{(Y)}{1.015}\right) - \left(\overset{(OS)}{\cancel{20}} \times \overset{(C)}{\cancel{.1667}}\right)}{27}\right](2)(\overset{(L)}{2950})$ = 381

(1.30) = 975 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material { ______ Cu. Yds. x .020 = ______ ; ______ Tons x .016 = ______ }

Crushed Material { 3084 Cu. Yds. x .025 = ______ ; ______ Tons x .020 = ______ }

Earthwork ______ Cu. Yds. x .001 = ______

} ---------------- 77 M-Gals.

BINDER COURSE

Aggregates ((B) ______ x (L) ______)(.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) 20 x (L) 2950 x (a) 1.5 x (Tons/Sq. ft. 1" Thick ****) .006 = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

} ---------------- 531 Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------------- ______ Tons

OIL MAT WEARING SURFACES

((P) (OS) ______ x (L) ______)

Penetration Asphalt (****) = ---------------- ______ Tons

Emulsified Asphalt ( ) = ---------------- ______ Tons

Aggregates

- 1¼"–¾" ( ) = ______ Cu. Yds. (****) = ______ Tons
- ¾"–½" ( ) = ______ Cu. Yds. ( ) = ______ Tons
- ½"–¼" ( ) = ______ Cu. Yds. ( ) = ______ Tons
- ¼"–#10 ( ) = ______ Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

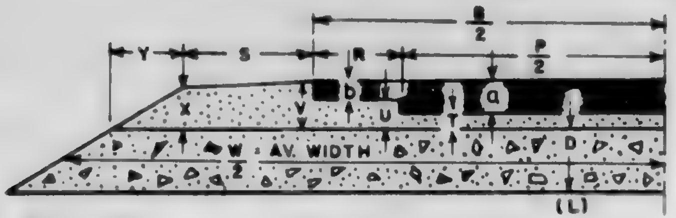
Sheet 7 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for Tack Coat

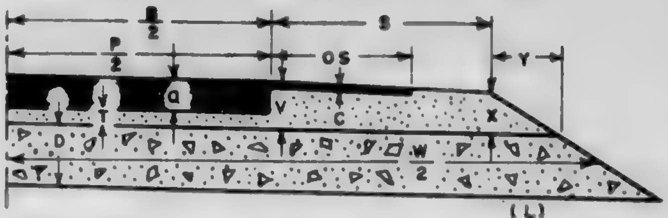
Made by ______________, 19____ Checked by ______________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

NET QUANTITIES

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

$\left(\frac{(W) \times (D) \times (L)}{27}\right)(1.30)^{*}$ = ------------------ ______ Cu. Yds.

(****) = ------------------ ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\overset{(R)}{\ } \times \overset{(U)}{\ })^{**} + (\overset{(P)}{\ } \times \overset{(T)}{\ })}{27}\right]$ ((L)) = ______

Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2} \times (S)\right) + \left(\frac{(X)}{2} \times (Y)\right) - \left((OS) \times (C)\right)^{***}}{27}\right]$ (2)((L)) = ______

(1.30) = ______ Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material ______ Cu. Yds. x .020 = ______

______ Tons x .016 = ______

Crushed Material ______ Cu. Yds. x .025 = ______

______ Tons x .020 = ______

Earthwork ______ Cu. Yds. x .001 = ______

------------ ______ M-Gals.

BINDER COURSE

Aggregates $\left(\frac{(B) \times (L)}{\ }\right)$(.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ------------------------ ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

------------ ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ------------------ 9 Tons

50 x 1850, [illegible], 37x20[illegible] [illegible], 22 x 2930

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = ------------------ ______ Tons

Emulsified Asphalt ( ) = ------------------ ______ Tons

Aggregates $\left(\overset{(P)}{\underset{(OS)}{\ }} \times \overset{(L)}{\ }\right)$

1¼"-¾" ( ) = ______ Cu. Yds. (****) = ______ Tons

¾"-½" ( ) = ______ Cu. Yds. ( ) = ______ Tons

½"-¼" ( ) = ______ Cu. Yds. ( ) = ______ Tons

¼"-#10 ( ) = ______ Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

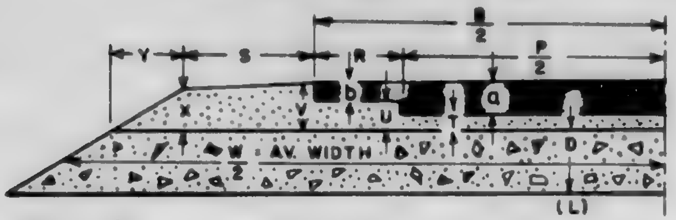
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet Sheet 7 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

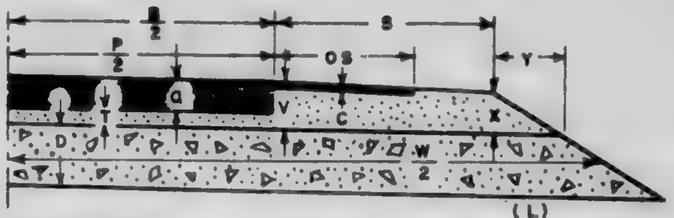
Calculations for Tack Coat
Made by ____________, 19____ Checked by ____________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING **NET QUANTITIES**

$$\left(\frac{\overset{(W)}{\ \ } \times \overset{(D)}{\ \ } \times \overset{(L)}{\ \ }}{27}\right)\overset{*}{(1.30)} = \text{--------------} \underline{\qquad} \text{ Cu. Yds.}$$

$$\left(\ \overset{****}{\ \ }\ \right) = \text{--------------} \underline{\qquad} \text{ Tons}$$

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{\overset{**}{}(\overset{(R)}{\ } \times \overset{(U)}{\ }) + (\overset{(P)}{\ } \times \overset{(T)}{\ })}{27}\right](\overset{(L)}{\qquad}) = \underline{\qquad}$

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{\ }+\overset{(X)}{\ }}{2} \times \overset{(S)}{\ }\right)+\left(\frac{\overset{(X)}{\ }}{2} \times \overset{(Y)}{\ }\right)-\left(\overset{(OS)}{\ } \times \overset{(C)}{\ }\right)^{***}}{27}\right](2)(\overset{(L)}{\qquad}) = \underline{\qquad}$

(1.30) = ______ Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material	______ Cu. Yds. x .020 = ______	
	______ Tons x .016 = ______	
Crushed Material	______ Cu. Yds. x .025 = ______	------------ ______ M-Gals.
	______ Tons x .020 = ______	
Earthwork	______ Cu. Yds. x .001 = ______	

BINDER COURSE

Aggregates $\left(\overset{(B)}{\ \ } \times \overset{(L)}{\ \ }\right)$(.001) = ---------- ______ Cu. Yds. (****) = ______ Tons
Asphalt (****) = ------------------------ ______ Tons

ASPHALTIC CONCRETE

Roadway ______(P) x ______(L) x ______(a) x ______ (Tons/Sq. ft. 1" Thick)**** = ______
Shoulders ______(R) x ______(L) x ______(b) x ______ = ______
------------ ______ Tons

TACK COAT

Emulsified Asphalt ______(WIDTH) x ______(L) x .0000187 = ------------------ 9 Tons
50 x 1850, [illegible], 37 x 2040 [illegible], [illegible], 22 x 2930

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = ------------------ ______ Tons
Emulsified Asphalt ( ) = ------------------ ______ Tons

Aggregates $\left(\overset{(P)\ (OS)}{\ \ \ } \times \overset{(L)}{\ \ \ }\right)$

1¼"-¾"	( ) = ______ Cu. Yds.	(****) =	______ Tons
¾"-½"	( ) = ______ Cu. Yds.	( ) =	______ Tons
½"-¼"	( ) = ______ Cu. Yds.	( ) =	______ Tons
¼"-#10	( ) = ______ Cu. Yds.	( ) =	______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Bullards Bar - Barton
Crushed Gravel Base 5"
Leveling Course 2"
Asphaltic Concrete Pavement 3½"

Item	Unit	Net	Allow	Quant	Price	Amount
					$	$
a. 1½"-0" Crushed Base	C.Y.	12,032	1,208	13,240	4.30	56,932.00
b. ¾"-0" Leveling Course	C.Y.	3,241	329	3,570	4.30	15,351.00
c. Asphaltic Concrete Pavement	Tons	8,316	834	9,150	9.25	84,637.50
d. ¾"-0" in Shoulders	C.Y.	2,510	250	2,760	4.30	11,868.00
e. Sprinkling	M Gal	445	45	490	2.50	1,225.00
f. Furnishing & Placing Aggregate	C.Y.	810	40	850	6.50	5,525.00
g. 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
h. RC-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						$ 180,588.50

Same with Mr [illegible] Prices

					$	$
a. 1½"-0" Crushed Base	C.Y	12,032	1,208	13,240	3.75	49,650.00
b. ¾"-0" Leveling Course	C.Y	3,241	329	3,570	3.85	13,744.50
c. Asphaltic Concrete Pavement	Tons	8,316	834	9,150	8.30	75,945.00
d. ¾"-0" in Shoulders	C.Y	2,510	250	2,760	3.85	10,626.00
e. Sprinkling	M-Gal	445	45	490	2.50	1,225.00
f. Furnishing & Placing Aggregates	C.Y	810	40	850	6.50	5,525.00
g. 200-300 Asphalt	Tons	62	8	70	55.00	3,850.00
h. RC-2 Asphalt	Tons	18	2	20	60.00	1,200.00
						161,765.50

Surfacing Calculation Sheet

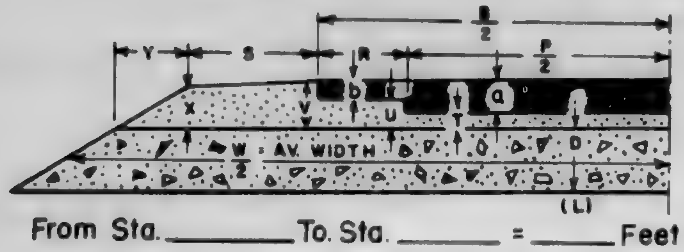
Sheet ____ of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for 5" Base 2" Leveling 3½" Asphaltic Concrete Pavt, Oiled Shoul.

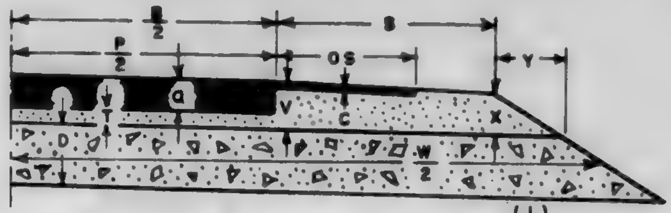
Made by ______________, 19____ Checked by ______________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1129 To Sta. 1147+50 = 1850 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

[illegible] $\left(\frac{37.5 \times .4167 \times 1850}{27}\right)(1.30)^{*}$ = ---------- 2196 Cu. Yds.

(****) = ---------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** $\left[\frac{(R \times U) + (P \times T)}{27}\right]$ ((L)) = ______

Shoulders $\left[\frac{\left(\frac{V+X}{2} \times S\right) + \left(\frac{X}{2} \times Y\right) - (OS \times C)}{27}\right]$ *** (2) ((L)) = ______

(1.30) = 953 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material ______ Cu. Yds. x .020 = ______

______ Tons x .016 = ______

Crushed Material 3149 Cu. Yds. x .025 = ______

______ Tons x .020 = ______

Earthwork ______ Cu. Yds. x .001 = ______

---------- 79 M-Gals.

BINDER COURSE

Aggregates ((B) x (L)) (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------- ______ Tons

ASPHALTIC CONCRETE

Roadway ___(P)___ x ___(L)___ x ___(a)___ x ___(Tons/Sq. ft. 1" Thick ****)___ = ______

Shoulders ___(R)___ x ___(L)___ x ___(b)___ x ______ = ______

---------- 1855 Tons

TACK COAT

Emulsified Asphalt ___(WIDTH)___ x ___(L)___ x.0000187 = ---------- ______ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = ---------- ______ Tons

Emulsified Asphalt ( ) = ---------- ______ Tons

Aggregates ((P) (OS) ______ x (L) ______)

1¼"-¾" ( ) = ______ Cu. Yds. (****) = ______ Tons

¾"-½" ( ) = ______ Cu. Yds. ( ) = ______ Tons

½"-¼" ( ) = ______ Cu. Yds. ( ) = ______ Tons

¼"-#10 ( ) = ______ Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

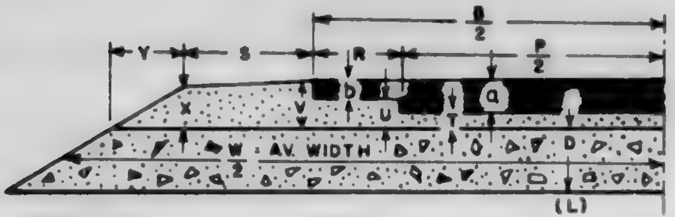
Sheet 2 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

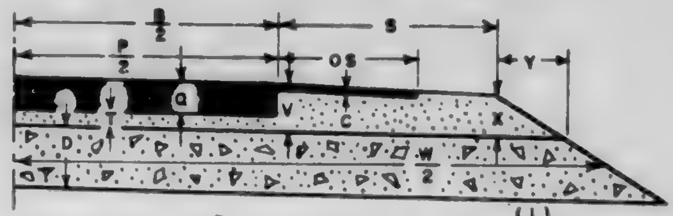
Made by ____________________ , 19____ Checked by ____________________ , 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1155 To Sta. 1215 = 6080 (L) Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\left(\frac{\overset{(W)}{41.25} \times \overset{(D)}{.41667} \times \overset{(L)}{6000}}{27}\right)(1.30)^{*}$ = ------------------------------ 4965 Cu. Yds.

(****) = ------------------------------ ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\overset{**(R)}{\quad} \times \overset{(U)}{\quad}) + (\overset{(P)}{\quad} \times \overset{(T)}{\quad})}{27}\right](\overset{(L)}{\quad})$ = ________

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{\quad}+\overset{(X)}{\quad}}{2} \times \overset{(S)}{\quad}\right) + \left(\frac{\overset{(X)}{\quad}}{2} \times \overset{(Y)}{\quad}\right) - \left(\overset{(OS)}{\quad} \times \overset{(C)}{\quad}\right)^{***}}{27}\right](2)(\overset{(L)}{\quad})$ = ________

(1.30) = 2205 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material

________ Cu. Yds. x .020 = ________

________ Tons x .016 = ________

Crushed Material

7170 Cu. Yds. x .025 = ________

________ Tons x .020 = ________

Earthwork

________ Cu. Yds. x .001 = ________

------------------------------ 179 M-Gals.

BINDER COURSE

Aggregates $\left(\overset{(B)}{\quad} \times \overset{(L)}{\quad}\right)$(.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ------------------------------ ________ Tons

ASPHALTIC CONCRETE

Roadway ____ (P) x ____ (L) x ____ (a) x ____ (Tons/Sq. ft. 1" Thick ****) = ________

Shoulders ____ (R) x ____ (L) x ____ (b) x ____ = ________

------------------------------ ________ Tons

TACK COAT

Emulsified Asphalt ________ (WIDTH) x ________ (L) x .0000187 = ------------------------------ ________ Tons

OIL MAT WEARING SURFACES

$\left(\overset{(P)}{\underset{(OS)}{\quad}} \times \overset{(L)}{\quad}\right)$

Penetration Asphalt (****) = ------------------------------ ________ Tons

Emulsified Asphalt ( ) = ------------------------------ ________ Tons

Aggregates

1¼"-¾" ( ) = ________ Cu. Yds. (****) = ________ Tons

¾"-½" ( ) = ________ Cu. Yds. ( ) = ________ Tons

½"-¼" ( ) = ________ Cu. Yds. ( ) = ________ Tons

¼"-#10 ( ) = ________ Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

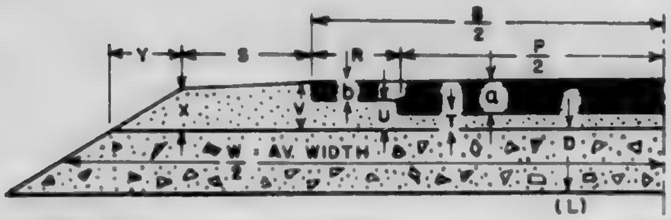
Sheet 3 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

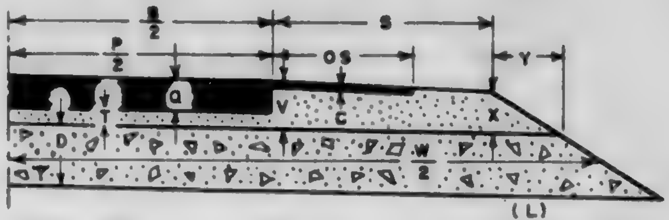
Made by ______________________, 19____ Checked by ______________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = 2090 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING **NET QUANTITIES**

$\left(\frac{\overset{(W)}{50.20} \times \overset{(D)}{.416} \times \overset{(L)}{2090}}{27}\right)\overset{*}{(1.30)}$ = ---------------- 2105 Cu. Yds.

(****) = ---------------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{\overset{**}{}(\overset{(R)}{\ \ } \times \overset{(U)}{\ \ }) + (\overset{(P)}{\ \ } \times \overset{(T)}{\ \ })}{27}\right]$ ((L)) = ________

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{\ } + \overset{(X)}{\ }}{2} \times \overset{(S)}{\ \ }\right) + \left(\frac{\overset{(X)}{\ }}{2} \times \overset{(Y)}{\ \ }\right) - \left(\overset{(OS)}{\ \ } \times \overset{(C)}{\ \ }\right)^{***}}{27}\right]$ (2) ((L)) = ________

(1.30) = 935 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material ________ Cu. Yds. x .020 = ________

________ Tons x .016 = ________

Crushed Material 3040 Cu. Yds. x .025 = ________

________ Tons x .020 = ________

Earthwork ________ Cu. Yds. x .001 = ________

---------------- 76 M-Gals.

BINDER COURSE

Aggregates $\left(\overset{(B)}{\ \ } \times \overset{(L)}{\ \ }\right)$ (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ---------------- ________ Tons

ASPHALTIC CONCRETE

Roadway $\overset{(P)}{\_\_\_\_} \times \overset{(L)}{\_\_\_\_} \times \overset{(a)}{\_\_\_\_} \times \overset{\text{(Tons/Sq.ft. 1" Thick) ****}}{\_\_\_\_}$ = ________

Shoulders $\overset{(R)}{\_\_\_\_} \times \overset{(L)}{\_\_\_\_} \times \overset{(b)}{\_\_\_\_} \times \_\_\_\_$ = ________

---------------- ________ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ________ x (L) ________ x .0000187 = ---------------- ________ Tons

OIL MAT WEARING SURFACES

$\left(\overset{(P)(OS)}{\_\_\_\_} \times \overset{(L)}{\_\_\_\_}\right)$

Penetration Asphalt (****) = ---------------- ________ Tons

Emulsified Asphalt ( ) = ---------------- ________ Tons

Aggregates

- 1¼"-¾" ( ) = ________ Cu. Yds. (****) = ________ Tons
- ¾"-½" ( ) = ________ Cu. Yds. ( ) = ________ Tons
- ½"-¼" ( ) = ________ Cu. Yds. ( ) = ________ Tons
- ¼"-#10 ( ) = ________ Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

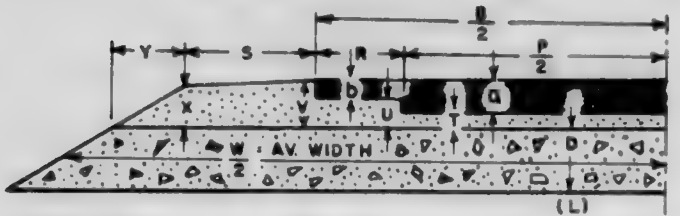
Surfacing Calculation Sheet

Sheet 4 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

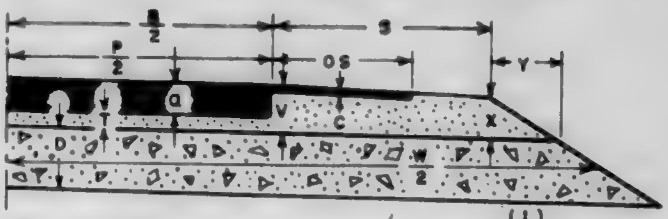
Calculations for ______________________________
Made by ______________________ , 19____ Checked by ______________________ , 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = 1300 Feet (L)

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

(W) (D) (L)
$\left(\frac{39.5 \times .4166 \times 1300}{27}\right)(1.30)^{*}$ = ---------------- 1021 Cu. Yds.
(****) = ---------------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** $\left[\frac{(\;(R)\times(U)\;)+(\;(P)\times(T)\;)}{27}\right]$ ((L)) = ________
Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2}\times(S)\right)+\left(\frac{(X)}{2}\times(Y)\right)-\left((OS)\times(C)\right)^{***}}{27}\right]$ (2) ((L)) = ________

(1.30) = 462 Cu. Yds.
(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
1483 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

- - - - - - - - 37 M-Gals.

BINDER COURSE

Aggregates ((B) ________ x (L) ________)(.001) = - - - - - - - - ________ Cu. Yds. (****) = ________ Tons
Asphalt (****) = - - - - - - - - - - - - - - - - ________ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ________
Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ________
- - - - - - - - ________ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ________ x (L) ________ x .0000187 = - - - - - - - - - - - - ________ Tons

OIL MAT WEARING SURFACES

((P) (OS) ______ x (L) ______)

Penetration Asphalt (****) = - - - - - - - - - - - - ________ Tons
Emulsified Asphalt ( ) = - - - - - - - - - - - - ________ Tons
Aggregates 1¼"-¾" ( ) = ________ Cu. Yds. (****) = ________ Tons
Aggregates ¾"-½" ( ) = ________ Cu. Yds. ( ) = ________ Tons
Aggregates ½"-¼" ( ) = ________ Cu. Yds. ( ) = ________ Tons
Aggregates ¼"-#10 ( ) = ________ Cu. Yds. ( ) = ________ Tons

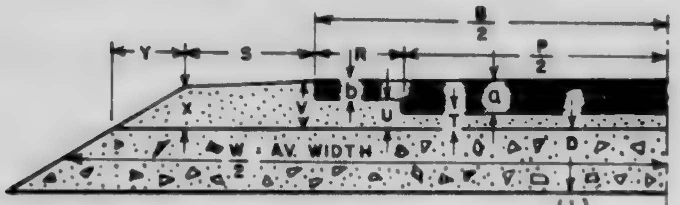
* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet Sheet 5 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

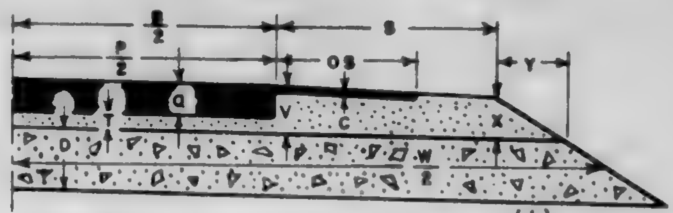
Calculations for ____________________
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ________ To Sta. ________ = 900 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING **NET QUANTITIES**

28 + 30 s $\left(\frac{\overset{(W)}{29.25} \times \overset{(D)}{.41667} \times \overset{(L)}{900}}{27}\right)(1.30)^{*}$ = ---------------------- 528 Cu. Yds.
(****) = ---------------------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{\overset{**\,(R)}{(\ \ }\times\overset{(U)}{\ \ )}+(\overset{(P)}{\ \ }\times\overset{(T)}{\ \ })}{27}\right]$ ((L)) = ________
Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2}\times (S)\right)+\left(\frac{(X)}{2}\times (Y)\right)-\left((OS)\times (C)\right)^{***}}{27}\right]$(2) ((L)) = ________
(1.30) = 250 Cu. Yds.
(****) = ________ Tons

SPRINKLING

Uncrushed Material ________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________
Crushed Material 778 Cu. Yds. x .025 = ________
________ Tons x .020 = ________
Earthwork ________ Cu. Yds. x .001 = ________
---------------------- 19 M-Gals.

BINDER COURSE

Aggregates ((B) ________ x (L) ________) (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons
Asphalt (****) = ---------------------- ________ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick) **** ______ = ________
Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ________
---------------------- ________ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ________ x (L) ________ x .0000187 = ---------------------- ________ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt ((P)/(OS) ______ x (L) ______) (****) = ---------------------- ________ Tons
Emulsified Asphalt ( ) = ---------------------- ________ Tons
Aggregates
1¼"-¾" ( ) = ________ Cu. Yds. (****) = ________ Tons
¾"-½" ( ) = ________ Cu. Yds. ( ) = ________ Tons
½"-¼" ( ) = ________ Cu. Yds. ( ) = ________ Tons
¼"-#10 ( ) = ________ Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

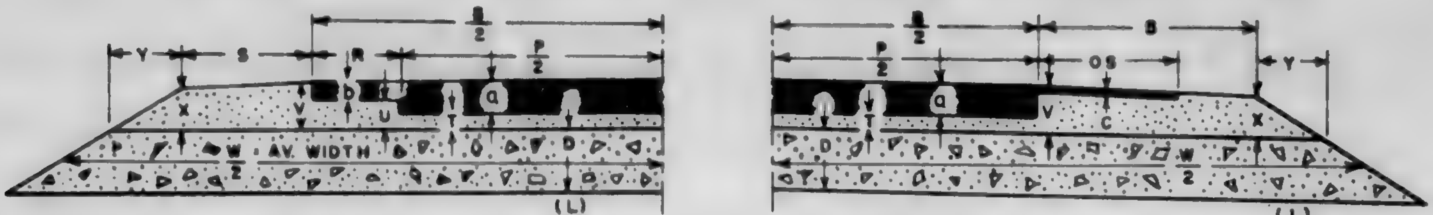
Surfacing Calculation Sheet   Sheet 6 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)   HALF SECTION (Stone or Oiled Shoulder)



From Sta. ________ To Sta. ______ = ______ Feet   From Sta. ______ To Sta. ______ = 2050 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

$\frac{30 + 31.67}{2}$ $\left(\frac{30.83 \overset{(W)}{} \times .2778 \overset{(D)}{} \times 2050 \overset{(L)}{}}{27}\right)$ (1.30)* = ------------------------ 1217 Cu. Yds.

(****) = ------------------------ ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\overset{**(R)}{\_\_} \times \overset{(U)}{\_\_}) + (\overset{(P)}{\_\_} \times \overset{(T)}{\_\_})}{27}\right]$ ((L)) = ________

Shoulders $\left[\frac{(\frac{\overset{(V)}{\_\_} + \overset{(X)}{\_\_}}{2} \times \overset{(S)}{\_\_}) + (\frac{\overset{(X)}{\_\_}}{2} \times \overset{(Y)}{\_\_}) - (\overset{***(OS)}{\_\_} \times \overset{(C)}{\_\_})}{27}\right]$ (2) ((L)) = ________

(1.30) = 975 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
2192 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

-------------------- 55 M-Gals.

BINDER COURSE

Aggregates $\left(\overset{(B)}{\_\_} \times \overset{(L)}{\_\_}\right)$ (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ------------------------ ________ Tons

ASPHALTIC CONCRETE

(Tons/Sq. ft. 1" Thick) ****

Roadway ____ (P) x ____ (L) x ____ (a) x ________ = ________

Shoulders ____ (R) x ____ (L) x ____ (b) x ________ = ________

---------------- ________ Tons

TACK COAT

Emulsified Asphalt ________ (WIDTH) x ________ (L) x .0000187 = ---------------- ________ Tons

OIL MAT WEARING SURFACES

$\left(\overset{(P)(OS)}{\_\_} \times \overset{(L)}{\_\_}\right)$

Penetration Asphalt (****) = ------------------------ ________ Tons

Emulsified Asphalt ( ) = ------------------------ ________ Tons

Aggregates
1¼"-¾" ( ) = ________ Cu. Yds. (****) = ________ Tons
¾"-½" ( ) = ________ Cu. Yds. ( ) = ________ Tons
½"-¼" ( ) = ________ Cu. Yds. ( ) = ________ Tons
¼"-#10 ( ) = ________ Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Bullards Bridge [illegible]
Crushed Gravel Base [illegible]
Leveling Course 2"
Oil Surfacing 1¼"

Item	Unit	Net	Allow	Quant	Price	Amount
a. 1½"-0 Crushed Base	C.Y	20081	2019	22,100	$ 4.30	$ 95,030.00
b. ¾"-0 Leveling Course	C.Y	4955	495	5,450	4.30	23,435.00
c. Sprinkling	M-Gal	626	64	690	2.50	1,725.00
d. Preparation of Base	Mile	1.88	—	1.88	150.00	282.00
e. Furnishing & Placing Aggregates	C.Y	2503	127	2630	6.50	17,095.00
f. 200-300 Asphalt	Tons	185	15	200	45.00	9,000.00
g. RS-2 Asphalt	Tons	53	7	60	47.00	2,820.00
						$ 149,387.00

Same with Mr. Hinsdale's Prices

a. 1½"-0" Crushed Base	C.Y	20,081	2,019	22,100	$ 3.75	$ 82,875.00
b. ¾"-0" Leveling Course	C.Y	4,955	495	5,450	3.85	20,982.50
c. Sprinkling	M-Gal	626	64	690	2.50	1,725.00
d. Preparation of Base	Mile	1.88	—	1.88	150.00	282.00
e Furnishing & Placing Aggregates	C.Y	2,503	127	2,630	6.25	16,437.50
f. 200-300 Asphalt	Tons	185	15	200	47.00	9,400.00
g. RS-2 Asphalt	Tons	53	7	60	54.00	3,240.00
						$ 134,942.00

Surfacing Calculation Sheet

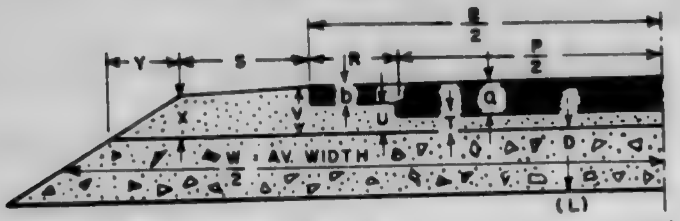
Sheet 1 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for 8" Base 2" Leveling 1 1/4" 0-11

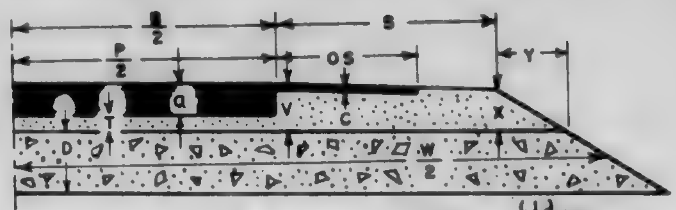
Made by ____________, 19____ Checked by ____________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1129 To Sta. 1147.50 = 1850 Feet (L)

NET QUANTITIES

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

59 ÷ 63

((W) 61 x (D) .16667 x (L) 1850 / 27) (1.30)* = ------------ 3622 Cu. Yds.

(****) = ------------ ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course [** ((R) x (U)) + ((P) 48 x (T) .16667) / 27] ((L) 1850) = 548

Shoulders [((V) + (X) / 2 x (S)) + ((X) / 2 x (Y)) − ((OS) x (C))*** / 27] (2) ((L) 1850) = 126

(1.30) = 878 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material
- ______ Cu. Yds. x .020 = ______
- ______ Tons x .016 = ______

Crushed Material
- 4490 Cu. Yds. x .025 = ______
- ______ Tons x .020 = ______

Earthwork
- ______ Cu. Yds. x .001 = ______

------------ 112. M-Gals.

BINDER COURSE

Aggregates ((B) ____ x (L) ____) (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ------------ ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ____ x (L) ____ x (a) ____ x (Tons/Sq. ft. 1" Thick)**** ____ = ______

Shoulders (R) ____ x (L) ____ x (b) ____ x ____ = ______

------------ ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ------------ ______ Tons

OIL MAT WEARING SURFACES

((P) (OS) 50 x (L) 1850)

Penetration Asphalt (****) = ------------ 37 Tons

Emulsified Asphalt ( ) = ------------ 11 Tons

Aggregates
- 1 1/4"-3/4" ( ) = 226 Cu. Yds. (****) = ______ Tons
- 3/4"-1/2" ( ) = 93 Cu. Yds. ( ) = ______ Tons
- 1/2"-1/4" ( ) = 93 Cu. Yds. ( ) = ______ Tons
- 1/4"-#10 ( ) = 93 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

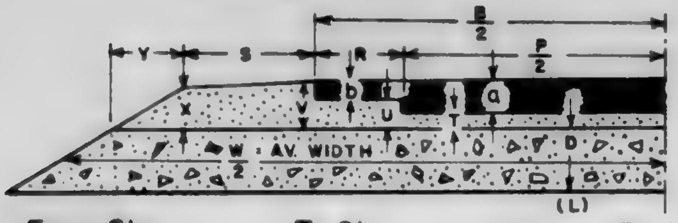
Sheet 2 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

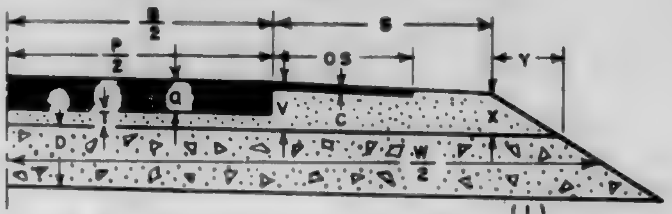
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1155 To Sta. 1215 = 6000 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

[illegible] $\left(\frac{43 \overset{(W)}{} \times .6667 \overset{(D)}{} \times 6000 \overset{(L)}{}}{27}\right)(1.30)^{*}$ = ---------------------- 8281 Cu. Yds.

(****) = ---------------------- ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\overset{**(R)}{} \times \overset{(U)}{})+(\overset{(P)}{} \times \overset{(T)}{})}{27}\right](\overset{(L)}{}\quad) =$ ________

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{}+\overset{(X)}{}}{2}\times\overset{(S)}{}\right)+\left(\frac{\overset{(X)}{}}{2}\times\overset{(Y)}{}\right)-\left(\overset{(OS)}{}\times\overset{(C)***}{}\right)}{27}\right](2)(\overset{(L)}{}\quad) =$ ________

(1.30) = 1950 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
10231 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

-------------------- 256 M-Gals.

BINDER COURSE

Aggregates $(\overset{(B)}{\_\_\_} \times \overset{(L)}{\_\_\_})(.001)$ = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ------------------------------ ________ Tons

ASPHALTIC CONCRETE

Roadway ____(P) x ____(L) x ____(a) x ____ (Tons/Sq. ft. 1" Thick ****) = ________

Shoulders ____(R) x ____(L) x ____(b) x ____ = ________

---------------- ________ Tons

TACK COAT

Emulsified Asphalt ____(WIDTH) x ____(L) x .0000187 = ---------------------- ________ Tons

OIL MAT WEARING SURFACES

Penetration Asphalt (****) = ---------------------- 58 Tons

Emulsified Asphalt ( ) = ---------------------- 17 Tons

Aggregates $\left(\overset{(P)}{\overset{(OS)}{\_\_\_}} \times \overset{(L)}{\_\_\_}\right)$

1¼"-¾" ( ) = 351 Cu. Yds. (****) = ________ Tons

¾"-½" ( ) = 144 Cu. Yds. ( ) = ________ Tons

½"-¼" ( ) = 144 Cu. Yds. ( ) = ________ Tons

¼"-#10 ( ) = 144 Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

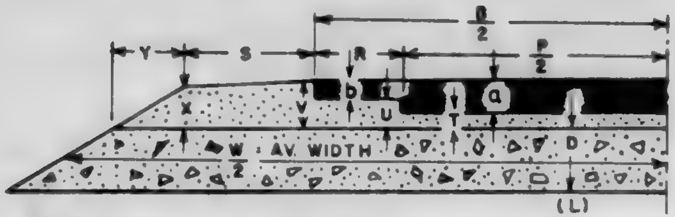
Surfacing Calculation Sheet

Sheet 3 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

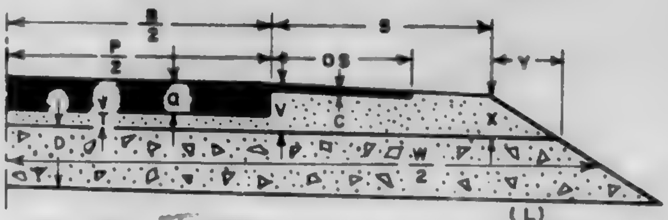
Calculations for ____________________
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. Taper To Sta. ______ = 2090 Feet (L)

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING — **NET QUANTITIES**

$\left(\frac{52_{(W)} \times .6667_{(D)} \times 2090_{(L)}}{27}\right)(1.30)^{*}$ = ---------- 3488 Cu. Yds.
(****) = ---------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course ** $\left[\frac{(\ (R) \times (U)\ ) + (\ (P) \times (T)\ )}{27}\right]$ ((L)) = ______
Shoulders $\left[\frac{\left(\frac{(V)+(X)}{2} \times (S)\right) + \left(\frac{(X)}{2} \times (Y)\right) - \left((OS) \times (C)\right)^{***}}{27}\right]$ (2) ((L)) = ______
(1.30) = 829 Cu. Yds.
(****) = ______ Tons

SPRINKLING
Uncrushed Material: ______ Cu. Yds. x .020 = ______
______ Tons x .016 = ______
Crushed Material: 4317 Cu. Yds. x .025 = ______
______ Tons x .020 = ______
Earthwork: ______ Cu. Yds. x .001 = ______
---------- 108 M-Gals.

BINDER COURSE
Aggregates ((B) x (L))(.001) = ---------- ______ Cu. Yds. (****) = ______ Tons
Asphalt (****) = ---------- ______ Tons

ASPHALTIC CONCRETE
Roadway ______ (P) x ______ (L) x ______ (a) x ______ (Tons/Sq. ft. 1" Thick ****) = ______
Shoulders ______ (R) x ______ (L) x ______ (b) x ______ = ______
---------- ______ Tons

TACK COAT
Emulsified Asphalt ______ (WIDTH) x ______ (L) x .0000187 = ---------- ______ Tons

OIL MAT WEARING SURFACES
Penetration Asphalt (****) = ---------- 31 Tons
Emulsified Asphalt ( ) = ---------- 9 Tons
Aggregates ((P)(OS) x (L)):
1¼"-¾" ( ) = 189 Cu. Yds. (****) = ______ Tons
¾"-½" ( ) = 77 Cu. Yds. ( ) = ______ Tons
½"-¼" ( ) = 77 Cu. Yds. ( ) = ______ Tons
¼"-#10 ( ) = 77 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

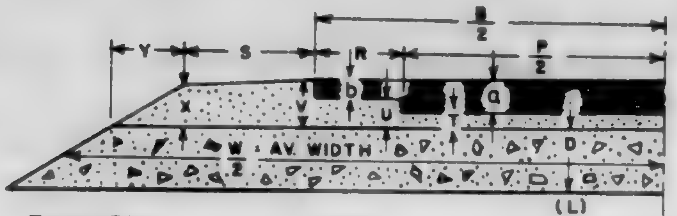
Sheet 4 of _____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

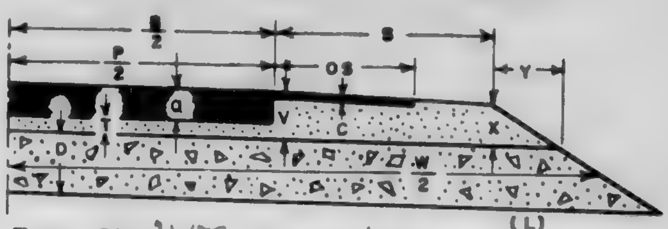
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ________ To. Sta. ________ = ________ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 3+50 To Sta. 16+50 = 1300 Feet

(L)

NET QUANTITIES

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

$\left(\frac{\overset{(W)}{41} \times \overset{(D)}{.6667} \times \overset{(L)}{1300}}{27}\right)\overset{*}{(1.30)}$ = ------------------ 1711 Cu. Yds.

(****) = ------------------ ________ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{\overset{**}{}(\overset{(R)}{\quad} \times \overset{(U)}{\quad}) + (\overset{(P)}{\quad} \times \overset{(T)}{\quad})}{27}\right](\overset{(L)}{\quad})$ = ________

Shoulders $\left[\frac{\left(\frac{\overset{(V)}{\quad} + \overset{(X)}{\quad}}{2} \times \overset{(S)}{\quad}\right) + \left(\frac{\overset{(X)}{\quad}}{2} \times \overset{(Y)}{\quad}\right) - (\overset{(OS)}{\quad} \times \overset{(C)}{\quad})^{***}}{27}\right](2)(\overset{(L)}{\quad})$ = ________

(1.30) = 381 Cu. Yds.

(****) = ________ Tons

SPRINKLING

Uncrushed Material
________ Cu. Yds. x .020 = ________
________ Tons x .016 = ________

Crushed Material
2092 Cu. Yds. x .025 = ________
________ Tons x .020 = ________

Earthwork
________ Cu. Yds. x .001 = ________

------------------ 52 M-Gals.

BINDER COURSE

Aggregates $\left(\overset{(B)}{\quad} \times \overset{(L)}{\quad}\right)$ (.001) = ---------- ________ Cu. Yds. (****) = ________ Tons

Asphalt (****) = ------------------ ________ Tons

ASPHALTIC CONCRETE

Roadway $\overset{(P)}{\_\_\_\_}$ x $\overset{(L)}{\_\_\_\_}$ x $\overset{(a)}{\_\_\_\_}$ x $\overset{****}{\left(\text{Tons/Sq. ft. 1'' Thick}\right)}$ ________ = ________

Shoulders $\overset{(R)}{\_\_\_\_}$ x $\overset{(L)}{\_\_\_\_}$ x $\overset{(b)}{\_\_\_\_}$ x ________ = ________

------------------ ________ Tons

TACK COAT

Emulsified Asphalt $\overset{(WIDTH)}{\_\_\_\_}$ x $\overset{(L)}{\_\_\_\_}$ x.0000187 = ------------------ ________ Tons

OIL MAT WEARING SURFACES

$\left(\overset{(P)\,(OS)}{\_\_\_\_} \times \overset{(L)}{\_\_\_\_}\right)$

Penetration Asphalt (****) = ------------------ 26 Tons

Emulsified Asphalt ( ) = ------------------ 7 Tons

Aggregates
1¼"-¾" ( ) = 159 Cu. Yds. (****) = ________ Tons
¾"-½" ( ) = 65 Cu. Yds. ( ) = ________ Tons
½"-¼" ( ) = 65 Cu. Yds. ( ) = ________ Tons
¼"-#10 ( ) = 65 Cu. Yds. ( ) = ________ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet

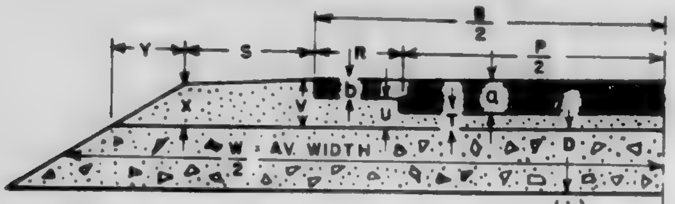
Sheet 5 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for ______________________________

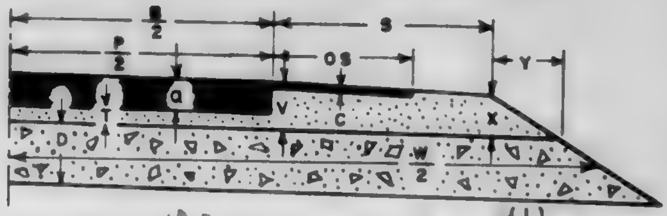
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. 1220 To Sta. 229 = 900 Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING

NET QUANTITIES

22-[illegible] $\left(\frac{(W)\ 21 \times (D)\ .666 \times (L)\ 900}{27}\right)(1.30)^{*}$ = ---------------------- 896 Cu. Yds.

(****) = ---------------------- ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course $\left[\frac{(\ ^{**(R)}\ \times\ ^{(U)}\ ) + (\ ^{(P)}\ \times\ ^{(T)}\ )}{27}\right]$((L)) = ______

Shoulders $\left[\frac{\left(\frac{(V) + (X)}{2} \times (S)\right) + \left(\frac{(X)}{2} \times (Y)\right) - \left((OS) \times (C)\right)^{***}}{27}\right]$(2)((L)) = ______

(1.30) = 205 Cu. Yds.

(****) = ______ Tons

SPRINKLING

Uncrushed Material ______ Cu. Yds. x .020 = ______

______ Tons x .016 = ______

Crushed Material 1101 Cu. Yds. x .025 = ______

______ Tons x .020 = ______

Earthwork ______ Cu. Yds. x .001 = ______

---------------------- 28 M-Gals.

BINDER COURSE

Aggregates ((R) ______ x (L) ______)(.001) = ---------- ______ Cu. Yds. (****) = ______ Tons

Asphalt (****) = ---------------------- ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______

Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______

---------- ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ---------------------- ______ Tons

OIL MAT WEARING SURFACES

((P) (OS) ______ x (L) ______)

Penetration Asphalt (****) = ---------------------- 7 Tons

Emulsified Asphalt ( ) = ---------------------- 2 Tons

Aggregates

1¼"–¾" ( ) = 40 Cu. Yds. (****) = ______ Tons

¾"–½" ( ) = 16 Cu. Yds. ( ) = ______ Tons

½"–¼" ( ) = 16 Cu. Yds. ( ) = ______ Tons

¼"–#10 ( ) = 16 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials

** The (R) & (U) unit shall be used only on paved shoulder section

*** The (OS) & (C) unit shall be used only on oiled shoulder section

**** See other side for factor

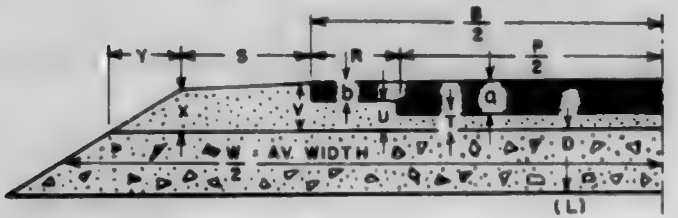
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

Surfacing Calculation Sheet   Sheet 6 of ____ Sheets

OREGON STATE HIGHWAY DEPARTMENT

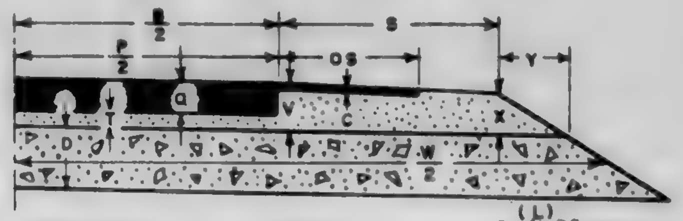
Calculations for ______________________________
Made by ____________________, 19____ Checked by ____________________, 19____

HALF SECTION (Paved Shoulder)



From Sta. ______ To. Sta. ______ = ______ Feet

HALF SECTION (Stone or Oiled Shoulder)



From Sta. ______ To Sta. ______ = 2950 (L) Feet

BOTTOM COURSE BASE or SELECTED ROADBED TOPPING **NET QUANTITIES**

[illegible] ((W) [illegible] x (D) [illegible] x (L) [illegible] / 27) (1.30)* = ------------------------ 2083 Cu. Yds.
(****) = ------------------------ ______ Tons

TOP COURSE BASE or LEVELING COURSE

Leveling Course** [((R) ___ x (U) ___) + ((P) ___ x (T) ___) / 27] ((L) ___) = ______
Shoulders [(((V) ___ + (X) ___) / 2 x (S) ___) + ((X) ___ / 2 x (Y) ___) − ((OS) ___ x (C) ___)*** / 27] (2) ((L) ___) = ______

(1.30) = 722 Cu. Yds.
(****) = ______ Tons

SPRINKLING

Uncrushed Material ______ Cu. Yds. x .020 = ______
______ Tons x .016 = ______
Crushed Material 2805 Cu. Yds. x .025 = ______
______ Tons x .020 = ______
Earthwork ______ Cu. Yds. x .001 = ______
------------------------ 70 M-Gals.

BINDER COURSE

Aggregates ((B) ___ x (L) ___) (.001) = ---------- ______ Cu. Yds. (****) = ______ Tons
Asphalt (****) = ------------------------ ______ Tons

ASPHALTIC CONCRETE

Roadway (P) ______ x (L) ______ x (a) ______ x (Tons/Sq. ft. 1" Thick)**** ______ = ______
Shoulders (R) ______ x (L) ______ x (b) ______ x ______ = ______
------------------------ ______ Tons

TACK COAT

Emulsified Asphalt (WIDTH) ______ x (L) ______ x .0000187 = ------------------------ ______ Tons

OIL MAT WEARING SURFACES

((P)/(OS) ______ x (L) ______)

Penetration Asphalt (****) = ------------------------ 26 Tons
Emulsified Asphalt ( ) = ------------------------ 7 Tons
Aggregates 1¼"-¾" ( ) = 158 Cu. Yds. (****) = ______ Tons
Aggregates ¾"-½" ( ) = 65 Cu. Yds. ( ) = ______ Tons
Aggregates ½"-¼" ( ) = 65 Cu. Yds. ( ) = ______ Tons
Aggregates ¼"-#10 ( ) = 65 Cu. Yds. ( ) = ______ Tons

* Use (1.25) for uncrushed materials
** The (R) & (U) unit shall be used only on paved shoulder section
*** The (OS) & (C) unit shall be used only on oiled shoulder section
**** See other side for factor
NOTE: All dimensions shall be expressed in feet or decimals of feet except "a" & "b"

FORM E-30X—37,800—3-57—1477

SF-109(8)

5343

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29th, 1957

SUBJECT:

To: Mr. F. D. Morgan
Division Engineer
State Highway Department
Roseburg, Oregon

L

Attention: Mr. F. B. Klaboe

Reply is made to your teletype of July 26th concerning the holdings of Rinda Lee on the Bullard's Bridge-Bandon Section.

As advised in our teletype, it had been our plan to eliminate the 13 x 13 box and construct a frontal road southerly to serve the Lee property. However, due to the severance, I suggest the matter be left in the hands of the Right of Way Division who after proper engineering advice as to the cost of the frontal road as compared to the equipment pass, should then make the best deal possible under the circumstances.

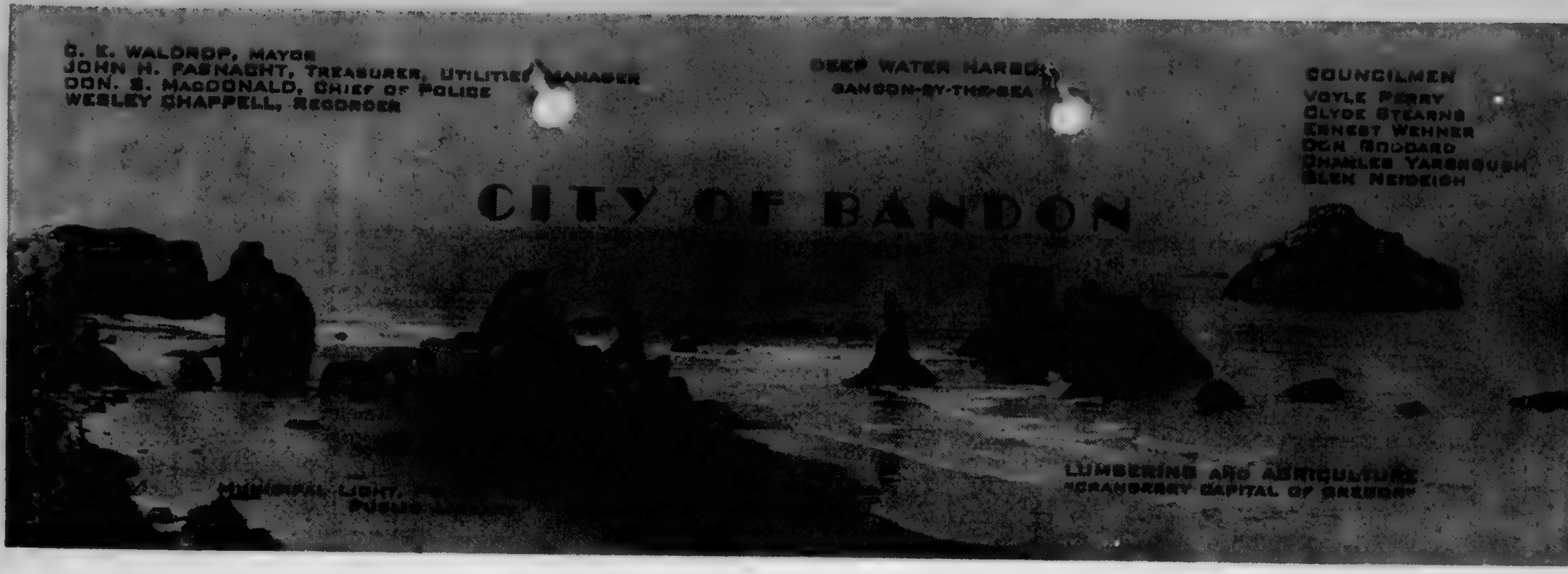
Tom Edwards
Construction Engineer

TE:AR

cc to: Forrest Cooper
R. L. Porter

NOTED
FORREST COOPER

RECEIVED
[illegible] 1957
OFFICE OF
STATE HIGHWAY ENGINEER



C. E. WALDROP, MAYOR
JOHN H. FASNACHT, TREASURER, UTILITIES MANAGER
DON. S. MACDONALD, CHIEF OF POLICE
WESLEY CHAPPELL, RECORDER

DEEP WATER HARBOR
BANDON-BY-THE-SEA

COUNCILMEN
VOYLE PERRY
CLYDE STEARNS
ERNEST WEHNER
DON GODDARD
CHARLES YARBROUGH
GLEN NEIDEIGH

CITY OF BANDON

MUNICIPAL LIGHT,
PUBLIC LIBRARY

LUMBERING AND AGRICULTURE
"CRANBERRY CAPITAL OF OREGON"

May 5, 1958.

RECEIVED
6 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
John F. Hagemann

Mr. Clarence G. Swenson,
Engineer, County and City Relations,
State Highway Department,
Salem, Oregon.

Dear Mr. Swenson:

Your Mr. John Gunter and Mr. George Baker and the writer went over the plans on the junction of the Bullards Bridge Highway with the existing Highway 101. Unfortunately the plans for the "flattening out" which they had did not give grades. However, the water main will have to be lowered at the point where the new highway intersects the old and it would appear that lowering will be necessary over the entire 300' or more.

The existing main consists of full 10" ID Transite pipe from the East side of North Avenue to a point 130' West of the center line of the Bullards Bridge to Bandon right-of-way. From that point it is 10" wood pipe to a point approximately 400' West of Michigan Avenue, from which point the 10" Transite pipe begins again. The wood pipe was installed new in 1940-41.

It appears that the best method would be to lay new pipe in a ditch adjacent to the existing pipe, tie in at each end, and then remove the old. Since "full 10" ID" pipe is involved, there might be some delivery problems, and early definite information might avoid delaying the contractor.

Very truly yours,

City of Bandon.

By John H. Fasnacht
John H. Fasnacht.

NOTED
C. G. SWENSON

RECEIVED
MAY 6 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
V. R. JONES

December 3, 1957

NOTED
Harold C. Ayers

Hon. Claude E. Waldrop
Mayor, City of Bandon
Bandon, Oregon

NOTED
John F. Hagemann

Dear Eddie;

Mr. Ronald Larson has written me a letter regarding a building on our right-of-way on the proposed new highway.

Our property manager advises me that the Highway Department is planning to use this building as an office during the construction period. Mr. Larson will receive a letter from the property manager within the next few days advising him of this and the future possibility of purchase after the building is no longer used as the project engineer's office.

Very truly yours,

H. C. Ayers
Field Engr., County & City Relations

HCA:mm

NOTED
C. G. SWENSON

Memorandum *from* Kronenberg & Waldrop • Insurance • Bandon, Oregon

8/8/57

NOTED
Harold C. Ayers

The action by the Council was primarily brought out by a petition of over 40 signatures who reside in that area and use the Road enroute to the Plywood Plant.

It was nice meeting with you and Harold and hope to see you again soon.

Eddie Waldrop, Mayor

BEAUTIFUL BEACH AT BANDON-BY-THE-SEA

NOTED
Harold C. Ayers

CITY OF BANDON
Coos County, Oregon

BANDON, OREGON

NOTED
V. R. JONES

August 8, 1957

NOTED
John F. Hagemann

RECEIVED
AUG - 9 1957

Mr. Clarence G. Swenson,
Engineer, County & City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Swenson,

At its regular meeting of August 7th, 1957 the following resolution was adopted by the Common Council of the City of Bandon:

> "Resolved that the City of Bandon request the State Highway Department to construct a crossing, at Fahy Avenue, on the proposed highway through Bandon; and further request more definite information from the said Department on access for other city streets crossed by the proposed highway, or in lieu of access, the location and type of construction of alternate routes for those who cannot cross the proposed highway."

The Council would appreciate an opportunity of meeting with you or your representative in the near future to solve the problem. We believe that the solution will materially aid the department's right-of-way representatives. The next regular meeting of the Council will be on Wednesday, August 21st at seven o'clock P.M.

Very truly yours,

City of Bandon

By J.H. Fasnacht
J.H. Fasnacht
Mgr. of Utilities

NOTED
C. G. SWENSON

Referred to Edwards
He will check with
Cooper

Salem, Oregon
August 2, 1957

Severance of Fahy Avenue
and 2nd Street N.,
Bullards Bridge-Bandon Section
Davis Slough -
Oregon Coast Hwy

Mr. Tom Edwards
OFFICE

City Manager John Fasnacht and Mayor Waldrop of Bandon have been contacted regarding the subject street severances. The city will have no objections to the severances provided the persons affected would have satisfactory ingress and egress to their property. The severance of Fahy Avenue will require persons residing thereon east of the new highway to travel east to Ohio Avenue; thence southerly on Ohio Avenue and other streets to the existing Oregon Coast Highway. The northerly end of Ohio Avenue is at present a narrow dirt road which is impassable during the winter months and the city will probably request that the state improve or aid in improving this street to the status of an all-weather facility. Please refer to a letter in your files under the date of March 5, 1957, from Mr. Williams to Mr. Fasnacht regarding this matter.

This matter will be discussed by the Bandon City Council at their next meeting on August 7, and a letter will be forthcoming subsequent to that date.

C. G. Swenson
Engineer, County and City Relations

CGS:mm

FORM 830—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 23rd, 1957

SUBJECT:

To: Mr. C. G. Swenson
Engineer, County & City Relations
Office

RECEIVED
JUL 2 1957

I attach hereto a print of the 1" = 400' scale planimetric map of the Bullard's Bridge-Bandon Unit of the Davis Slough-Bandon Section of the relocated Oregon Coast Highway.

The proposed design contemplates access at grade at the first east-west road south of Bullard's Bridge. Proper left turn refuges will be constructed.

At the crossing of the second street, which is approximately midway between Bullard's Bridge and the existing Oregon Coast Highway, preliminary design submitted by the field proposed the construction of an overcrossing since the main roadbed is in a cut of approximately 14 feet. Examination of the planimetric map indicates that there will be no inconvenience to traffic if such an overcrossing were not constructed.

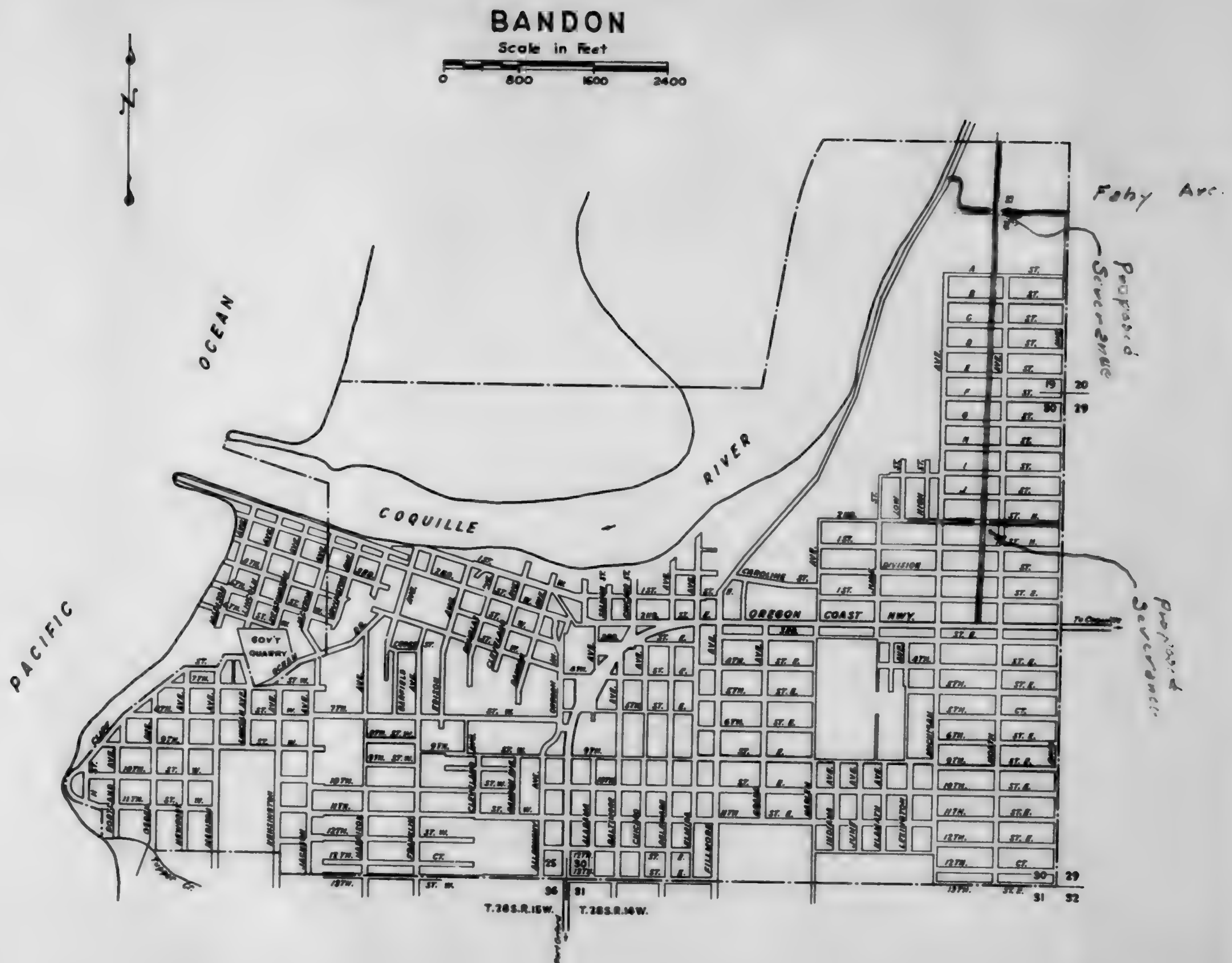
At a point approximately 1,100 feet north of the existing Coast Highway, there is shown a street crossing which we recommend be closed and in lieu of this crossing a frontal road be constructed therefrom connecting up to the Coast Highway.

I would recommend, as per our discussions with Mr. Cooper, that you contact the people of Bandon and lay the ground work for the closure of these two streets. Additional copies of the print are available if you need them.

Tom Edwards
Tom Edwards
Construction Engineer

TE:AR
Enc.

cc to: Forrest Cooper
F. D. Morgan


BANDON
Scale in Feet
0
800
1600
2400
N
OCEAN
PACIFIC
COQUILLE
RIVER
OREGON COAST HWY.
GOV'T QUARRY
DIVISION
CAROLINE ST.
Fahy Ave.
Proposed Severance
Proposed Severance
19
20
30
29
30
29
31
32
25
30
36
31
T.28S.R.15W.
T.28S.R.14W.

Const
RW
101- Coos

March 5, 1957

265

Mr. John H. Fasnacht
Manager of Utilities
City of Bandon
Bandon, Oregon

Dear Mr. Fasnacht:

This will reply to your letter of February 11 which inquires specifically into our plans for construction between Bullards Bridge and the Oregon Coast Highway.

As you know, the field survey is in a very early stage so these answers must be general in nature. Access to the new facility will be limited to the strictly necessary but no construction to cause a general change of existing travel patterns is foreseen. In the event it should be absolutely necessary to sever an existing traveled way we would expect to improve the route provided in lieu of that destroyed. There will be no prohibition against a sewer line crossing the proposed relocated highway, nor is the physical barrier liable to be greater than that of the ravines on the terrain today.

We will be happy to discuss these problems more specifically at a future date when our proposed construction is more definitely established.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. Tom Edwards

WTW:ar fn

BEAUTIFUL BEACH AT BANDON-BY-THE-SEA

CITY OF BANDON
Coos County, Oregon

BANDON, OREGON

February 11, 1957

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer;

The possible problems presented by the proposed construction of the Highway from Bullards Bridge to Highway 101 were discussed by the Common Council at its meeting of Feb. 6th, 1957. They directed the writer to communicate with you regarding them.

We are assuming that the new highway will be of the limited access or no access type.

Aside from existing and future water mains which the grades might effect, the following problems are presented:

1. How will the people living on Fahy Avenue, East of the proposed highway, get out: At the present time they travel West to Riverside Drive and then to town. If they cannot cross over or under the new highway they will have to go West to Ohio Avenue and then South to Highway 101. Ohio Avenue is a dedicated easement, with the West half being in the city limits and the East half being out of the city limits. The first 1000', approximately, of Ohio Avenue leading South from Fahy Avenue is impassible and the next 2000' is a one way trail. Along the entire distance there are two houses within the city limits. Obviously the street cannot be improved by local improvement districts and the City does not have the funds to make the improvement.

Mr. H. B. Glaisyer, Secretary [illegible]/31/'57
Oregon State Highway Commission

2. The same condition prevails concerning the people living East of the proposed new highway along Second Street North except that only about 600 feet of North Avenue is involved.

3. At the present time none of the section East of the proposed highway is served by city sewers. It must be done sometime but probably it will not be done before the new highway is completed. How will the sewer lines when built cross the new highway.

Possibly your engineers have considered all of the above problems. However, we thought it best to present them before the final plans are completed. We will appreciate an early reply.

Very truly yours,

CITY OF BANDON

By

John H. Fasnacht,
Manager of Utilities.

JHF/ll

16-8304 Santiam Jct.-Suttle Lake 1958
Rock Prod. Proj. on the
#5344 Santiam Hwy.

11

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 26, 1959

(CONTRACT NO.) 16-224	(EST. NO.)	(CONTRACT0R)	
5344	3 Final	F. H. McEwan	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25908	76095	$ 1,053.95	10-23-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **60 workdays from May 1, 1959**

Time Extensions: **None of record**

Completion Date: **September 1, 1959**

Date Accepted: **September 24, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 26, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

C. W. Head
For Floyd Query
Secretary

Warrant Mailed: OCT 27 1959
GKm

NOTED ON CARD
dc

RECEIVED
OCT - 9 1959
FOR FILING

13 5344

5-441

A

October 8, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5344 for the Santiam Jct.-Suttle Lake Rock Production Project on the Santiam Highway in Jefferson-Linn Counties was completed by the contractor, F. H. McEwen, on September 1, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $1,053.95 will be released to the contractor on or after October 19, 1959. The total contract amount is $35,131.56, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
[illegible] 59

[illegible]

5344

September 28, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to F. H. McEwen on contract #5344 for the Santiam Jct.-Suttle Lake Rock Production Project on the Santiam Highway in Jefferson-Linn Counties.

This payment, in the amount of $24,285.61 will be released to contractor on or after October 8, 1959. The retained percentage is $1,053.95.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

16-[illegible]4

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

~~For Week~~ Ending September ~~12~~ 14, 1959

Section Santiam Jct - Suttle Lake

Highway Santiam County Jeff. & Linn.

Contractor F.H. McEwen

Date of contract October 23, 1958

Date work started June 22, 1959

Project authorization $38,812.50

Exclusive of engineering $36,052.50

Kind of work Rock Production

Section prefix 16-8304

Contract number 5344

Specified work days 60

Work days used 59

Per cent of time elapsed 98.33 %

Estimated cost of completed project, exclusive of engineering $36,431.74

Estimated per cent overrun or underrun 0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $2,760.00

Engineering cost to date $ ~~2,300.00~~ 2,200.00, ~~83~~ 79.71 %

Date project was completed September 1, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
St. pile 100						10,332.81 C.Y.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Crushing equipment arrived on project June 22. Contractor starts drilling of "coyote hole" in the rock bluff the next day. This hole was shot on July 7 and enough rock came down for more than this job. Setting up of the crusher started July 7 and was completed on Friday July 17. Crushing of the specified materials started on July 20 and continued thru the balance of July and August, and was completed on September 1. On July 28 the main shaft of the jaw crusher broke and it was August 11 before repairs could be made. The semi-final estimate was submitted to the Bend Division office on September 14.

CONSTRUCTION DIVISION
RECEIVED
SEP 21 1959

Final report.

NOTED CE ACE ACE CDE

Noted
M. N. Juve

NOTED
JOHN B. CAKES

Signed A. A. Fossen
A.A. Fossen

Address Box 151 Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADI[redacted]	NG	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			12.20		
Miles partially completed					
Miles completed			12.20		
Total estimated quantities (contract)			10,000 C.Y.		
Total quantities corrected to date			10,332.81 C.Y. ~~10,000~~.		
Estimated quantities moved or placed to date			Same		
Average daily quantities			459 22½ days		
Average daily quantities necessary to complete project on time					
Number shifts per day			~~Two men & one~~		
Hours per shift			~~hauling unit~~ on Tuesday		
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair & Moderate		
Monday	all		
Tuesday			
Wednesday			
Thursday			
Friday	week		
Saturday			

A

RECEIVED
NOV 20 1958

FOR FILING

COMMISSIONERS
M. K. McIVER, Chairman
Portland
ROBERT B. CHESSMAN, Member
Astoria
KENNETH N. FRIDLEY, Member
Wasco
H. B. GLAISYER, Secretary
Salem

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
State Highway Engineer
FORREST COOPER
Deputy State Hwy. Engr.
LEONARD I. LINDAS
Chief Counsel

16-8304

5344

Nov. 20, 1958

F. M. McEwen
1673 Villard
Eugene, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5344, awarded Oct. 23, 1958, for Santiam Junction-Suttle Lake Rock Production Project on the Santiam Highway in Jefferson and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
OCT 27 1958
FOR FILING

16-8304

5344

October 24, 1958

F. W. McEwen
1673 Villard Street
Eugene, Oregon

Dear Sir:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5344 for the Santiam Junction-Suttle Lake Rock Production Project on the Santiam Highway in Jefferson and Linn Counties.

This award was based on your bid of $34,000.00 which was the low bid submitted to the Commission the 30th of September, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc. Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

I-5-4(22) N. Albany Jct.-Lebanon Rd. 1958
228 Sec. of Pacific Hwy.
#5345 (Paving)

RECEIVED
MAY 31 1961

FOR FILING

I-5-4(22)228

5345

408 State Highway Building
Salem, Oregon

May 29, 1961

Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

C. G. Polk, Division Engineer
08-35.1 Salem, Oregon

Project I-5-4(22)228
Contract No. 5345
North Albany-Lebanon Road

Returned herewith are all copies of Price Agreement No. 5 on the subject project.

A review of our files appear to indicate that this pavement widening was included on the contract plans. Furthermore, the project was closed out by payment of the final voucher some two months prior to our receipt of the Price Agreement. Under the circumstances we are unable to comply with your request for Federal participation on this item.

Attachments

dw.

RECEIVED
SEP [illegible] 1960
FOR FILING
1 (22) 224

5345

September 27, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5345 for paving the North Albany Jct.-Lebanon Road Section of Pacific Highway in Linn County was completed by the contractor, Roy L. Houck & Sons and Roy L. Houck Sons' Corp., on July 8, 1960, but has not as yet been accepted by the Commission.

Final payment in the amount of $54,994.40 will be released to the contractor after acceptance by the Commission. The total contract amount is $1,760,997.87, of which amount $24,092.90 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

FORM E-123-X 7SM 1-60

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

RECEIVED
SEP - [illegible] 1960
FOR FILING

I-5-4(22)229

45

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

August 31, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Pipe Line Permit
N.W. Natural Gas Co.
Project I-5-4(22)228

Dear Sir:

Attached are three identical copies of a pipe line permit we propose to issue to the Northwest Natural Gas Company, covering a 10" gas pipe line crossing the Interstate Highway No. 5 between its junction with the Santiam Highway and the overcrossing of the Southern Pacific Railroad (Tallman Branch) just south of Albany.

We have previously discussed this installation with Mr. Willis Grafe of your office.

If the permit as prepared meets with your approval, will you please so indicate on the executed copy of the permit and return same for our files. The two conformed copies of the permit are intended for your use.

Very truly yours,

R. B. Sipprell
Director of Permits

By

Original signed by R. P. Hamilton

R. P. Hamilton
Utilities Permit Engineer

RPH:dw
Encls. 3

cc: Mr. P. M. Stephenson

NOTED
P. M. STEPHENSON

RECEIVED
[illegible] 1960
FOR FILING

F 5-4([illegible]

5345

A

July 26, 1960

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to contractor, Roy L. Houck & Sons and Roy L. Houck Sons' Corp., on contract #5345 for paving the North Albany Jct.-Lebanon Road Section of Pacific Highway in Linn County.

This payment, in the amount of $52,522.99, will be released to contractor on or after August 5, 1960. The retained percentage is $52,090.56.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
JUL 20 1960
FOR FILING
I 5-4(22)228
5345

A

July 20, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 8, 1960, on Contract No. 5345, North Albany Junction-Lebanon Road Section, in Linn County, in connection with Federal Aid Project No. I-5-4(22)228.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:sw

cc: Clarence G. Swanson

Form E-1—(Rev.)—

I-5-4(22)228
5345

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 16, 1960

Section North Albany Junction - Lebanon Road

Kind of work Paving

Highway Pacific County Linn

Section prefix 622-1082

Contractor R.L. Houck & Sons & R.L. Houck Sons Corp.

Contract number 5345

Date of contract October 23, 1958

Specified work days 130

Date work started October 2, 1958

Work days used 120

Project authorization $1,899,128.81

Exclusive of engineering $1,764,079.65

Per cent of time elapsed 92.3 %

Estimated cost of completed project, exclusive of engineering $1,786,626.12

Estimated per cent overrun 1.27 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $135,049.16

Engineering cost to date $77,000.00, 57 %

Date project was completed July 8, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

The semi-final estimate was delivered to the Division office on July 12, 1960.

Permenant centerline monuments remain to be constructed.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 18 1960
NOTED-- ☐ CE ☐ ACE ☐ B ACE ☐ ☐ R DOE

Noted
M. H. Juva

NOTED
[illegible]

NOTED
C. E. PAULSEN

Signed D C King Resident Engineer

Address 1101 North Pacific Highway, Albany

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

			AC PAVING		PCC
	GRADING	SURFACING	~~MAINTENANCE~~ MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		6.96			6.96
Miles partially completed					
Miles completed		6.96			6.96
Total estimated quantities (contract)	67,800	321,800	34,600	3,624	194,000
Total quantities corrected to date	64,896	362,745	39,385	3,312	193,727
Estimated quantities moved or placed to date	64,896	362,745	39,385	3,312	193,727
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FORM 2-30 50M 2-60
1960

LING
I-5 4(22) [illegible]

5345

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 15, 1960

SUBJECT:

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
Department

The poorly placed and angled sight posts and signs in the Albany area about which you recently called were placed in these various positions by the Albany section crew to get them out of the way of Roy L. Houck's shoulder oiling on the North Albany Junction-Lebanon Road Section of the Pacific Highway. This oiling work has been completed and the sight posts and signs will be reestablished in their proper location and vertical alignment by this evening.

J. D. Walker
Division Engineer

By

G. W. Wimer
Assistant Division Engineer

GWW:AM
cc Mr. I. A. DeFrance

RECEIVED
JUN 15 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

RECEIVED
MAY 12 1960
FOR FILING
I 5-4(22)228

5345

A

May 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 8 covering flagging on shoulder oiling of interchange legs on the North Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County, Contract No. 5345, in connection with Federal Aid Project No. I-5-4(22)228.

This order is to cover 100% of the flagging costs in areas where no flagging would have been required if traffic had not been routed over the new construction. The work covered by the order is oiling the interchange legs.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

DBP:lt
Enc.

RECEIVED

FOR FILING

I-5-4(22)228

5345

5-9-60

A

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section **N. Albany Jct.-Lebanon Rd.** Highway **Pacific**

County **Linn** MP **67** to MP **73** Contractor **R. Houck**

Resident Engineer **D. C. King** Inspector

Date Completed **1959** Date Reported **May 9, 1960**

Type and Thickness of Wearing Surface **P.C.C.** A. C.____ Oil Mat__________ Seal.

N, [✓ S] E, W from [✓ MP] or Sta. **67**

Mile	Wheel Count	**Outside** Roughness		**Inside** Test Run On		
		Total	Per Mile	Top	**Total**	**per mi.**
1	750	**71**	**71**		**87**	**87**
2	1500	**146**	**75**		**157**	**70**
3	2250	**211**	**65**		**228**	**71**
4	3000	**273**	**62**		**307**	**79**
5	3750	**338**	**65**		**384**	**77**
6	4500	**410**	**72**		**463**	**79**

Average Roughness Per Mile **Outside** 68.3" **Inside** 77"

[✓ N] S, E, W from [✓ MP] or Sta. **73**
Overpass

Mile	Wheel Count	**Outside** Roughness		**Inside** Test Run On		
		Total	Per Mile	Top	**Total**	**per mi.**
1	750	**66**	**66**		**82**	**82**
2	1500	**140**	**74**		**157**	**75**
3	2250	**209**	**69**		**227**	**70**
4	3000	**272**	**63**		**302**	**75**
5	3750	**340**	**68**		**382**	**80**
6	4500	**416**	**76**		**458**	**76**

Average Roughness Per Mile **Outside** 69.3 **Inside** 76.3"

Remarks:

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mal Jacobsen
Operator

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OREGON STATE HIGHWAY DEPARTMENT

[illegible]

Salem, Oregon
December 29, 1959

Memo to the Files

SUBJECT: Disposition of Claims of
Roy L. Houck & Sons Discussed in
Meeting December 17, 1959

On December 17th a meeting was held in the office of the Construction Engineer for the purpose of discussing claims presented by Roy L. Houck & Sons on various contracts with the State Highway Department. Those present were: Roy L. Houck, Sr., Roy L. Houck, Jr., Carlos T. Houck, Tom Edwards, Construction Engineer, I. B. Young, Assistant Construction Engineer, J. D. Walker, Division Engineer, and R. D. Arburry, Assistant Division Engineer.

The claims presented and discussed and the decisions regarding the claims were as follows:

North Jefferson Junction-S.P.R.R. Overcrossing Section
Pacific Highway
Contract No. 4943

The contractor presented claim covering labor and equipment rental in amount of approximately $4,200.00 for additional clearing and grubbing on Borrow "C". This claim was recognized as just, as the contractor, acting on instructions from the engineer, cleared and grubbed approximately 9.3 acres more than was necessary if the contractor could have preceeded in accordance with his plans. The contractor's plans did not violate any of the specifications of the contract. It was decided to initiate a Price Agreement covering 9.3 acres of clearing and grubbing at $450.00 per acre.

Belts Road-Lane County Line Section
Pacific Highway
Contract No. 5329

(1) A claim was presented for the construction of an irrigation ditch around the area used for borrow on the State-controlled Glasser borrow. An irrigation ditch crossed the borrow area diagonally. If the ditch had been left in place, there would have been two separate borrow areas divided by a dike which would contain the irrigation ditch. The contractor constructed an alternate ditch around the borrow area and excavated in the area of the old ditch. It was decided that the construction of the new ditch should be paid for under the appropriate item of the contract.

Copy
To Corp. [illegible]
[redacted]

(2) A claim was presented for the cost of the purchasing of embankment materials not used due to change in grade after letting of contract. The contractor acquired embankment materials sufficient to construct the embankments called for by the plans. Some of this was of poorer quality than that which had been originally planned to use from State-controlled sources, requiring thicker surfacing. To accommodate the thicker surfacing the subgrade was lowered, making a reduction of approximately 11.9 per cent of the planned embankment material. The contractor acquired this material on (a) a royalty based on the cubic yard (b) a land use based upon the acreage used, with a minimum specified in both cases. [illegible] guarantee was made to land holder for the minimum amount shown on plans.

The settlement was (a) that the State would pay the royalty on the difference between the planned amount and the amount actually used in the area where the contractor purchased the material on a royalty basis; (b) that the State would pay a proportionate share of the cost of acquiring the land use permits commensurate with the reduction of embankment materials due to grade change. The payment was to be by Price Agreement.

(3) A claim was presented for the salvaging and relaying of a 36-inch culvert which had washed out during the past winter. The total bill for this was around $1,000.00.

It was decided that the contractor stand half the cost and the State pay for half the cost of salvaging and relaying this culvert. Payment to be made by Extra Work Order.

North Albany Junction-Lebanon Road Section
Pacific Highway
Contract No. 5345

(1) The question arose regarding payment as "Special Borrow Excavation" for the Portland cement concrete pavement which was removed and placed in the fills.

The decision was to pay "Special Borrow Excavation" for this material incorporated in the fills.

(2) An adjustment was wanted for the underrun of the "Special Borrow Excavation". The net quantities shown on the plans were some 44,000 cubic yards whereas only some 28,000 cubic yards were needed. The requested adjustment was based on an alleged unbalancing of bids on different items of the contract.

This claim was denied with the reservation that Mr. Edwards would confer with Mr. Cooper regarding it.

Salem-Browning Avenue Section
Liberty Road
Contract No. 5499

A claim was discussed regarding additional compensation for the paving of approach roads outside the right of way--the specifications state that the approach roads will be contained within the right of way.

It was acknowledged the contractor should have some additional compensation for this work but it was thought the asked $0.15 per square foot was too high. It was decided to turn this over to Mr. Juve to arrive at an equitable figure for this work and pay the contractor on a Price Agreement. The final agreed price was $0.10 per square foot.

R. D. Asburry
Assistant Division Engineer

RDA:AM
cc Mr. Tom Edwards
Mr. S. F. Walters
Mr. D. C. King

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When replying, refer to
08-35.1

408 State Highway Building
Salem, Oregon

December 4, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: N. Albany Jct.-Lebanon Road Section
Pacific Highway
Oregon Project I-5-4(22)28
Royalty Payments

Dear Sir:

Reference is made to Mr. Cooper's letter of August 25, 1959 and Mr. Porter's letter of November 24, 1959 on the above matter.

It appears that the project is now 95% complete and that all stockpiled materials have been incorporated in the work.

We have again reviewed the question of Federal participation in royalty costs on this project and considered the points raised in Mr. Cooper's letter. However, we still feel that since the State furnished material was not made available to all bidders on the same terms we cannot approve participation of Federal funds in royalty payments except under the terms stated in our August 17, 1959 letter.

Very truly yours,

C. G. Polk
Division Engineer

orig
Porter

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I-5-4(22)228

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A

November 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

N. Albany Jct.-Lebanon Rd. Sec.
Pacific Highway
Linn County
Contract 5345 I-5-4(22)228
Your file 08-35.4

Dear Sir:

On August 17, 1959 you informed us that royalty payments to the State Land Board for material taken from the bed of the Santiam River, in connection with this contract, were not eligible for Federal Aid. On August 25, 1959 our Mr. Cooper protested this decision and asked that the matter be reconsidered. Can you advise us as to whether or not Mr. Cooper's request has had your consideration?

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb
cc: Forrest Cooper

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A

November 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

N. Jeff. Jct.-Albany Section
Pacific Highway
Marion and Linn Counties
Contract 5345 I-5-4(22)228
Your file OR-35.4

Dear Sir:

Further reference is made to our past correspondence relative to Federal participation in royalty costs for material taken from the Santiam River in connection with the above contract. Specifically I refer to that portion of Mr. B. J. McClarty's letter to Mr. C. G. Polk dated July 29, 1959 which states "In the case of the N. Jefferson Jct.-N. Albany Jct. paving project, the cost of the material in question would be eligible for Federal participation, provided the use of the material was approved in advance and the State indicated that the use of the material was in the public interest. Reimbursement to the State for the Federal share could be made at such time as the materials were incorporated in accepted items of work, and there was a showing that highway department funds had been expended for the cost of such material".

From Mr. McClarty's letter it appears that three things must be done in order to clear the matter for Federal payment:

(1) We assume that because the material source was made available to the contractor, on the basis of his option, in the specifications and plans and because the P.S. and E. had your approval that there is now no question concerning the advance approval.

(2) We are not sure as to what is required relative to our statement that the use of this material is in the public interest. It occurs to us that should we show anything on the plans or mention anything in the specifications that would be contrary to the public interest, we would be derelict in our duty. N. N. Juve, our Cost Analyst, made a study of the comparative costs of surfacing materials in the area and the following is from his report. The materials could have been obtained from other bars along the North Santiam River but the ten cents per cubic yard royalty would still have prevailed and the haul would have increased which would have reflected in the bid price. The only other source within reasonable haul distance would have been approximately one and one half miles off the south limits of the project. The purchase price of this pit plus the development costs would have brought the cost up to at least ten cents per cubic yard. In addition, the haul would have been greater and the production cost would have increased due to a high percentage of reject material. An inferior grade of material would also have resulted due to the small size of the gravel. The only two quarries in the area (Govre and Bowman) are ruled out not only because of royalties and increased cost of production but because of the poor quality of the material. To substantiate the royalty costs on materials from private sources, where available, I cite costs for borrow materials in the Eugene area. At one bar the royalty is ten cents, at the second bar the royalty on the material is eight cents but is across the river from the project so an additional cost of approximately five cents per yard must be added for a bridge. On the third source the royalty is twenty cents. It appears that the royalty costs to the contractor on the Eugene contract approximates $225,000 whereas the State could have acquired the material for not to exceed $80,000 or a savings to the contract of approximately $145,000. These figures are not speculative and are cited here to show that generally the acquisition of borrow or gravel materials by a private contractor is an uneconomical procedure.

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November 24, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

N. Jeff. Jct.-Albany Section
Pacific Highway
Marion and Linn Counties
Contract 5345 I-5-4(22)228
Your file 08-35.4

Dear Sir:

Further reference is made to our past correspondence relative to Federal participation in royalty costs for material taken from the Santiam River in connection with the above contract. Specifically I refer to that portion of Mr. B. J. McClarty's letter to Mr. C. G. Polk dated July 29, 1959 which states "In the case of the N. Jefferson Jct.-N. Albany Jct. paving project, the cost of the material in question would be eligible for Federal participation, provided the use of the material was approved in advance and the State indicated that the use of the material was in the public interest. Reimbursement to the State for the Federal share could be made at such time as the materials were incorporated in accepted items of work, and there was a showing that highway department funds had been expended for the cost of such material".

From Mr. McClarty's letter it appears that three things must be done in order to clear the matter for Federal payment:

(1) We assume that because the material source was made available to the contractor, on the basis of his option, in the specifications and plans and because the P.S. and E. had your approval that there is now no question concerning the advance approval.

(2) We are not sure as to what is required relative to our statement that the use of this material is in the public interest. It occurs to us that should we show anything on the plans or mention anything in the specifications that would be contrary to the public interest, we would be derelict in our duty. M. N. Juve, our Cost Analyst, made a study of the comparative costs of surfacing materials in the area and the following is from his report. The materials could have been obtained from other bars along the North Santiam River but the ten cents per cubic yard royalty would still have prevailed and the haul would have increased which would have reflected in the bid price. The only other source within reasonable haul distance would have been approximately one and one half miles off the south limits of the project. The purchase price of this pit plus the development costs would have brought the cost up to at least ten cents per cubic yard. In addition, the haul would have been greater and the production cost would have increased due to a high percentage of reject material. An inferior grade of material would also have resulted due to the small size of the gravel. The only two quarries in the area (Govro and Bowman) are ruled out not only because of royalties and increased cost of production but because of the poor quality of the material. To substantiate the royalty costs on materials from private sources, where available, I cite costs for borrow materials in the Eugene area. At one bar the royalty is ten cents, at the second bar the royalty on the material is eight cents but is across the river from the project so an additional cost of approximately five cents per yard must be added for a bridge. On the third source the royalty is twenty cents. It appears that the royalty costs to the contractor on the Eugene contract approximates $225,000 whereas the State could have acquired the material for not to exceed $80,000 or a savings to the contract of approximately $145,000. These figures are not speculative and are cited here to show that generally the acquisition of borrow or gravel materials by a private contractor is an uneconomical procedure.

(3) There is enclosed herewith a photocopy of the warrant by which highway funds are paid to the State Land Board for the materials in question.

Also enclosed is Progress Voucher No. 8 on this project in the amount of $13,219.00. The cross section notes and computations to support the amount of material contained in this voucher are filed with the final data for this contract. It is hoped that the above information will enable you to approve the voucher for payment.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RLP:bb
Enc.
cc: Forrest Cooper
C. H. Maison
J. W. Nash

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23 1959
FORM E-SOX—SOM—2-59—19190

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1959

SUBJECT: North Albany Junction-Lebanon
Road Section
Pacific Highway
Contract No. 5345

To:

Memo to the Files:

I discussed with Mr. Cooper this date the traffic pattern that should be adopted from North Albany Junction to Lebanon Road as soon as the construction job is essentially completed. It was Mr. Cooper's wish that the following traffic pattern be established:

1. Southbound traffic wishing to use the Santiam Highway or go to Sweet Home be split off at the gore at approximately Station 1050. This would result in US 99 going right and US 20 going left at this gore.

2. This would require that the northeast and southwest quadrants of the Santiam Interchange be signed. It was also decided that the freeway south of the Santiam Interchange would be only partially barricaded so that local traffic could avail themselves of this route if they so desired.

3. The pattern at the Lebanon Interchange will be much as the contract plans call for it to be on this contract with the barricades as shown.

It was Mr. Cooper's further instruction that the signing involved in doing this be done on Extra Work Order in order to secure Bureau participation as far as possible. Such signing as the Bureau would not participate in would be done by State forces to make the thing work.

Tom Edwards
Construction Engineer

By L. H. Young
L. H. Young
Assistant Construction Engineer

LHY:fp

cc Forrest Cooper
F. B. Crandall
J. D. Walker

NOTED
FORREST COOPER

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OCT 21 1959
FOR FILING

October 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering 15 inch and 18 inch concrete culvert pipe on the North Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County, Contract No. 5345, in connection with Federal Aid Project No. I-5-4(22)228.

The culvert pipes as noted on the order were to be installed under the grading project for this section, Contract No. 5024, Project I-5-4(12)223. Due to interference with traffic they could not be placed until a portion of the paving was done. In order to final the grading contract the pipes will be installed under the paving project.

This order has been verbally approved by the BPR and work started.

Metal end sections required with this work are to be placed under Price Agreement No. 2.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

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5345

October 5, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering riprap slope protection on the North Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County, Contract No. 5345, in connection with Federal Aid Project No. I-5-4(22)228.

In the vicinity of Station 1265 considerable erosion occurred last winter due to high water in the branch of Oak Creek. To prevent further erosion and danger to the highway fill it is necessary to riprap a section of the stream bank.

There is no item for this work in the contract.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Enc.

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5345

August 13, 1959

N. Albany Jct.-Lebanon
Road Section
Pacific Highway
Linn County
Contract 5345
Project I-5-4(22)228
Your File 08-35.6

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

On June 17, 1959, we protested your decision relative to allowing federal aid on royalty payments for sand and gravel removed from the Santiam River under this contract. To date we have received no answer to our letter of protest. Can you tell us at this time if the matter has been reconsidered?

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb
cc: Tom Edwards
C. H. Maison

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July 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3-supplemental covering signing on the North Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County, Contract No. 5345, in connection with Federal Aid Project No. I-5-4(22)228.

Order for Extra Work No. 3, approved by BPR March 5, 1959, was made up before detail plans were fully developed. The amount of $2,000.00 was included in the project authorization, but later estimates indicate that the additional $4,606.00 covered by this order will be required.

This order does not include warning signs, lights and barricades required of the contractor for the protection of traffic and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:jb
Encl.

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5345

June 17, 1959

N. Albany Jct.-Lebanon Rd.
Section
Pacific Highway
Linn County
Contract No. 5345, Project
No. I-5-4(22)228
Your File 08-35.4

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We have reviewed with considerable surprise your letter of June 12, 1959, by which we are informed that royalty payments for road building materials on the above contract are not eligible for federal reimbursement. This subject as you know has been discussed by members of your organization and this department on more than one occasion and I recall that not only members of your staff but also your regional engineer urged that we purchase, option or by some means make such sources available to the successful bidder to use at his election. We have, I am sure, been assured that under these conditions and when the contractor made use of such a source that the cost of acquiring the material would be a proper item for federal aid.

Referring to the subject contract you will note on page 32 of the special provisions that the state provided a material source located about one mile westerly of the Santiam River Bridge and on the south bank of the river. You will also note that while this source was made available to the contractor he was not required to use the site. The state also controlled another site on the north bank of the river about 900 feet west of the bridge that was being used by the contractor on Contract 5131. The only reason that this latter site was not made available in the specifications for Contract 5345 was to avoid conflict in case different contractors were on each project. It so happened that the same contractor was the low bidder on each job and when he asked to use the same set up for both contracts there could be no intelligent reason for refusal. Both of these sites contain identical material, both are situated on the bank of a navigable body of water and operations that will comply with Army Engineers' regulations at either site require operating both above and below ordinary high water. At the time the state purchased these areas and at the time the contract was awarded, we were of the opinion that the Santiam River was not a navigable body and that we had acquired title to the thread of the stream.

The State Land Board disagreed with our contention and insisted from the beginning that they were entitled to recovery because of the highway department's appropriations of sand and gravel. They based their theory on an attorney general's opinion dated November 13, 1956, a copy of which is enclosed, and on the case of Tomasek vs. Highway Commission 196 Ore. 120, page 151, paragraph 17-18 which states "At the scene of this construction the Santiam River is a navigable stream". Because of this Supreme Court case, our legal council rules that we must have permission of the Land Board to use this material for highway purposes.

While I am not sure, I think you understand that large quantities of material were used in this contract from this source that originated above high water line and which are not subject to land board royalties. The state purchased title to this area but because of the difficulty involved in trying to estimate what remains in the pit we had not planned to ask for federal aid on this portion.

Because of the above, we are in complete disagreement with your statement that "the Highway Department was familiar with any ruling by the State Land Board prior to this time". This has been a matter of controversy with the Land Board until approximately 6 weeks ago when we were billed by the Board for $38,498.00 and were advised by our legal department that we have a legal obligation to pay this amount.

It is requested that you review this matter and advise us at your earliest convenience as to whether or not there has been a policy change on the part of the B.P.R. or whether you are denying federal aid because of some technicality. This is a matter of great importance to this department as we will avoid the expenditure of state funds for such purposes on future work if we are not to expect federal reimbursement.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

RLP:bb

cc: Tom Edwards

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U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying refer to
[illegible]

408 State Highway Bldg.
Salem, Oregon

June [illegible], 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received your letter of June 11, 1959 transmitting an order for State Force Work covering payment of royalty to the State Land Board for materials incorporated into project I-5-4(22)228, N. Albany Junction-Lebanon Road Section of the Pacific Freeway.

We are unable to find the source described as 900 ft. right of Sta. 710, listed in the Special Provisions. At the time of authorization to advertise it was our understanding that the bidders were to be informed that this source was not available, although it had been used previously.

After the award of contract, the contractor, who already had his plant set up on the site in question, was apparently given permission to obtain his aggregate therefrom. At that time verbal inquiry was made of your field personnel by a representative of this office concerning this matter. They had no information concerning what arrangements had been made regarding royalty payments, only that permission had been given to the contractor to continue to operate at the present site of his plant.

As this was the third time in the current construction program that this area (Santiam Bridge vicinity) had been used as a source of material, it must be presumed that the Highway Department was familiar with any ruling by the State Land Board prior to this time.

Since the source in question was not shown in the special provisions and the contractor was allowed, at his own request, to leave his crushing plant set up, it would appear that an agreement should have been reached with him at that time relative to payment of royalty.

In light of the above, we do not consider that royalty payments as requested can be considered eligible for Federal participation.

Very truly yours,

C. G. Polk
Division Engineer

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JUN 12 1959

FOR FILING
I-5-4(22)228
5345

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are enclosing five copies of State Force Work Order covering compensation to the State Land Board for gravel materials removed from the Santiam River in connection with construction of the North Albany Jct.-Lebanon Road Jct. Section, Contract No. 5345, Project No. I-5-4(22)228, which source was listed in the contract special provisions as acceptable and available for use by the contractor.

At the time of receiving bids it was our understanding the river was not considered navigable but a subsequent ruling from the State Land Board based on records showing previous usage of the stream by river traffic, classified it as navigable and subject under State law to royalty payments.

We are submitting the enclosed documents covering these payments and request your approval of the item as a minor change.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

RLP:bb

RECEIVED
JUN 11 1959
FOR FILING
I-5-4(22)228
5345

A

June 9, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering repair of subgrade on the North Albany Junction - Lebanon Road Section of the Pacific Highway in Linn County, Contract No. 5345, in connection with Federal Aid Project No. I-5-4(22)228.

It will be necessary to repair soft spots in the subgrade which have developed through the winter. Base rock was placed on a portion of the project last fall. When work resumed this spring these soft spots developed within this area.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

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MAY [illegible] - 1959
FOR FILING
I-5-4(22)228
5345

April 30, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering the installation and maintenance of semipermanent signs on the North Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County, Contract No. 5345, in connection with Federal Aid Project No. I-5-4(22)228.

This work is necessary for the direction and routing of traffic during construction and will be used until a change in traffic pattern under future construction.

This signing is in addition to signing, barricades, lights, etc., required of the contractor for protection of the traveling public and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

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MAY 20 1959
FOR FILING

FORM E-30X—37,600—8-56—36688
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5345

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1959

COPY

SUBJECT:
Cost Comparison
Interstate 5
south of Albany

To: Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

You recently requested of me a comparison of costs of Portland Cement Concrete pavement on the North Albany-Lebanon Road Section of the Pacific Highway (Roy Houck & Sons, contractor) vs. the cost of surfacing with Asphaltic Concrete on the Lebanon Road-Halsey Section (Warren Northwest, Inc., contractor).

	P.C.C.	A.C.
Cost of 4 lanes	$136,497	$ 65,829
Cost of 4 shoulders	36,108	46,510
Total cost - 4 lanes + 4 shoulders	$172,605	$112,339
Cost of pavement per lane/mile	$ 34,125	$ 16,457
Cost of shoulders per lane/mile	9,027	11,628
Total per lane/mile, surfacing and shoulders	$ 43,152	$ 28,085
Cost per sq. yd., pavement only	$4.85	$2.34
Cost per sq. yd., with shoulders	6.14	3.99
Increased cost per lane/mile -		
Pavement only	$ 17,668	
With shoulders	15,067	

The above includes in surfacing a strip 24 feet wide starting from the base. The A. C. pavement normally has 2 feet additional full depth on the right shoulder. This has not been included in the pavement but is included in the shoulders.

Further comparisons have been made. The soils on which the A.C. pavement is laid were poorer than those on which the P.C.C. Has been laid. The P.C.C. would have cost $1,652 per mile more if the base depths were comparable.

/s/ Tom Edwards

Tom Edwards
Construction Engineer

TE:jw

Salem, Oregon
April 3, 1959

C
O
P
Y

Mr. Tom Edwards
Construction Engineer
OFFICE

Cost comparison
Interstate 5
south of Albany

Will you please work up a cost comparison on a per-mile and square-yard basis of the two jobs which we have under contract on Interstate 5 southerly of Albany. I refer to the Warren Northwest job and the Houck job.

In order to get a fair comparison, we should start with the subgrade.

Forrest Cooper
Deputy State Highway Engineer

FC:fn

cc Mr. Williams

A

I-5-4(22)228

[illegible]
[illegible]
Salem, Oregon
December 15, 1958

To: Mr. Lloyd Shaw
Mr. J. B. Walker

SUBJECT: Revision
Sequence of Construction
Longitudinal Joint
PCC

Due to various difficulties encountered by the contractors in securing forms for concrete pavement under our more recent plans, a decision has been made to alter the sequence of slab pouring as shown on Drawing #2070 under shear key details for the following jobs:

S. W. 11th Avenue-Tigard Interchange Unit, Contract No. 5385
Harbor Drive-Lowell Street Unit, Contract No. 5296
North Albany Junction-Lebanon Road Section, Contract No. 5345

The plans for these jobs showed the male key section being poured first. Please reverse the procedure and pour the female section first on those jobs which are poured in single lane construction practices.

Tom Edwards
Construction Engineer

By

L. H. Young
Assistant Construction Engineer

LHY:fp

cc: Forrest Cooper
G. S. Paxson

RECEIVED
DEC 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Contract 5345

RECEIVED DEC 15 1958 FOR FILING

Monthly Transaction No. 12-39	Form -2 (5-2 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No.	**FEDERAL-AID PROJECT AGREEMENT**	County **Linn**
I-5-4 6(22) 228 5345		Project No. **I-5-4(22)228**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **North Albany Junction to Lebanon Road Junction, on U.S. 99**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	9-15-58	7.0
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 1,854,726.00	Federal funds $ 1,713,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer ~~December 12, 1958~~

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the North Albany Junction-Lebanon Road Section, Project No. I-5-4(22)228.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the North Albany Junction-Lebanon Road Section, Project No. I-5-4(22)228.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project No. I-5-4(22)228

NORTH ALBANY JUNCTION-LEBANON ROAD SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1958

Type Code 7221
Roadway (Sta. 1025+00 to Sta. 1401+00)(Contract No. 5345)

Removal of Pavement	17,800	sq. yds.	$0.50	$ 8,900.00
Drainage Excavation, Unclassified	60	cu. yds.	5.00	300.00
Special Borrow Excavation, Unclassified	49,000	cu. yds.	1.00	49,000.00
General Excavation, Unclassified	18,800	cu. yds.	0.35	6,580.00
12-inch Concrete Pipe	100	lin. ft.	4.00	400.00
8-inch Sewer Pipe	460	lin. ft.	2.50	1,150.00
Concrete Inlets, Type CG	2	only	100.00	200.00
Adjustment of Manholes	1	only	500.00	500.00
Concrete Curbs and Gutters	320	cu. yds.	45.00	14,400.00
Concrete in Islands	180	cu. yds.	50.00	9,000.00
1½-inch Electrical Conduit	2,300	lin. ft.	3.00	6,900.00
Metal Guard Rail	32,000	lin. ft.	2.30	73,600.00
Guide Posts, One Reflector	300	only	4.20	1,260.00
Guide Posts, Two Reflectors	210	only	5.25	1,102.50
Guide Posts, Three Reflectors	6	only	5.50	33.00
Salvaging Metal Median Barrier	900	lin. ft.	1.35	1,215.00
Type 2 Fence	80	rods	6.50	520.00
Course Crushed Material in Base	289,000	tons	1.34	387,260.00
3/4" - 0 Material in Base	32,800	tons	1.44	47,232.00
Sprinkling	6,700	M-gal.	2.00	13,400.00
Preparation of Base	All	Required		12,000.00
3/4" - 0 Material in Binder Course	1,600	tons	3.14	5,024.00
Furnishing and Placing Aggregates	1,700	tons	3.14	5,338.00
RC-3 Asphalt	180	tons	42.50	7,650.00
120-150 Asphalt	110	tons	40.00	4,400.00
RS-1 Asphalt	34	tons	50.00	1,700.00
Class "B" Asphaltic Concrete	34,600	tons	5.70	197,220.00
Asphaltic Concrete Traffic Markers	5,000	lin. ft.	0.75	3,750.00
8-inch Portland Cement Concrete Pavement	194,000	sq. yds.	3.35	649,900.00
3/4-inch Expansion Joints	700	lin. ft.	0.50	350.00
Sawed Contraction Joints	29,000	lin. ft.	0.25	7,250.00
Dowel Bars	29,000	only	0.70	20,300.00
Tie Bars and Bar Reinforcement	115,000	lbs.	0.01	1,150.00
Wire Fabric Reinforcement	192,000	sq. yds.	0.70	134,400.00
3/8" - 0 Material in Cushion Course	7,200	tons	1.40	10,080.00
				$1,683,464.50
Flagging (57½% of Contractor's Cost)	All	Required		2,500.00
Reflectorize Guard Rails				150.00
	Subtotal			$1,686,114.50
	10% Engr. & Cont.			168,611.45
		Total		$1,854,725.95

Length of Roadway	6.962 Miles
Length of 12 Structures	0.159 Mile
Total Length	7.121 Miles
Cost of Roadway Per Mile	$266,407.05

Federal Funds	$1,713,000.00
State Funds	141,725.95
	$1,854,725.95

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(22)228

NORTH ALBANY JUNCTION-LEBANON ROAD SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 12, 1958

Type Code 7221
Roadway (Sta. 1025+00 to Sta. 1401+00)

Removal of Pavement	17,800	sq. yds.	$ .80	$ 14,240.00
Drainage Excavation, Unclassified	60	cu. yds.	3.00	180.00
Special Borrow Excavation, Unclass.	49,000	cu. yd.	.65	31,850.00
General Excavation, Unclassified	18,800	cu. yds.	.40	7,520.00
12-inch Concrete Pipe	100	lin. ft.	2.50	250.00
8-inch Sewer Pipe	460	lin. ft.	2.50	1,150.00
Concrete Inlets, Type "CG"	2	only	85.00	170.00
Adjustment of Manholes	1	only	100.00	100.00
Concrete Curbs and Gutters	320	cu. yds.	50.00	16,000.00
Concrete in Island	180	cu. yds.	50.00	9,000.00
1½-inch Electrical Conduit	2,300	lin. ft.	1.50	3,450.00
Metal Guard Rail	32,000	lin. ft.	2.75	88,000.00
Guide Post, One Reflector	300	only	5.50	1,650.00
Guide Post, Two Reflector	210	only	6.50	1,365.00
Guide Post, Three Reflector	6	only	7.50	45.00
Salvaging Metal Median Barrier	900	lin. ft.	2.50	2,250.00
Type 2 Fence	80	rods	5.50	440.00
Coarse Crushed Material in Base	289,000	tons	1.50	433,500.00
3/4" - 0 Material in Base	32,800	tons	1.60	52,480.00
Sprinkling	6,700	M-gals.	3.00	20,100.00
Preparation of Base	All	Required		5,000.00
3/4" - 0 Material in Binder Course	1,600	tons	2.50	4,000.00
Furnishing and Placing Aggregates	1,700	tons	2.50	4,250.00
RC-3 Asphalt	180	tons	42.00	7,560.00
120-150 Asphalt	110	tons	42.00	4,620.00
RS-1 Asphalt	34	tons	50.00	1,700.00
Class "B" Asphaltic Concrete	34,600	tons	5.85	202,410.00
Asphaltic Concrete Traffic Markers	5,000	lin. ft.	1.00	5,000.00
8-inch Portland Cement Concrete Pavement	194,000	sq. yds.	3.80	737,200.00
3/4-inch Expansion Joints	700	lin. ft.	.50	350.00
Sawed Contraction Joints	29,000	lin. ft.	.40	11,600.00
Dowel Bars	29,000	only	.75	21,750.00
Tie Bars and Bar Reinforcement	115,000	lbs.	.16	18,400.00
Wire Fabric Reinforcement	192,000	sq. yds.	.80	153,600.00
3/8" - 0 Material in Cushion Course	7,200	tons	2.50	18,000.00
				$1,879,180.00

Brought forward			$1,879,180.00
Flagging (57½% of Contractor's Cost)	All Required		2,500.00
Reflectorize Guard Rails			150.00
		Subtotal	$1,881,830.00
		Engr. & Cont. 10%	188,183.00
		Total	$2,070,013.00

Length of Roadway	6.962 Miles
Length of 12 Structures	0.159 Mile
Total Length	7.121 Miles
Cost per Mile of Roadway	$297,330.22

Federal Funds	$1,912,000.00
State Funds	158,013.00
	$2,070,013.00

RECEIVED
NOV 20 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

I-2-4 (22)
add
5345

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 20, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corporation
1585 N. 20th St.
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5345, awarded Oct. 23, 1958, for paving on the N. Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
NOV 12 1958
FOR FILING
[illegible]

5345

November 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 2, 1958, on Contract No. 5345, North Albany Jct.-Lebanon Road Section, in Linn County, in connection with Federal Aid Project No. I-5-4(22)228.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

RECEIVED
NOV 12 1958

FOR FILING

I-5-4(22) [illegible]

5345

A

November 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the North Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County, Contract No. 5345, in connection with Federal Aid Project No. I-5-4(22)228.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

A

RECEIVED
OCT 27 1958
FOR FILING

I 5-4 [illegible]

5345

October 24, 1958

Roy L. Houck & Sons and
Roy L. Houck Sons' Corp.
1585 North 20th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5345 for paving on North Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County.

This award was based on your bid of $1,683,464.50 which was the low bid submitted to the Commission the 30th of September, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

CC: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
NOV 7 - 1958
FOR FILING

Form E-233 5M (Rev [illegible])—11-56

I-5-4(22)228

5345

OREGON STATE HIGHWAY DEPARTMENT

Notification of Commencement and Completion Dates for Contract Projects

Section North Albany Junction-Lebanon Road

Contract No. 5345

Kind of Work Paving

F. A. Project No. I-5-4(22)228

Highway Pacific

Date of Award of Contract October 23, 1958

County Linn

Specified Work Days 130

Contractor Roy L. Houck & Son & Roy L. Houck Sons Corp.

Work Days Start November 3, 1958

First Notification:

Commencement date October 2, 1958 × BPR EOP

Second Notification:

Completion date ....

Work Days Used ....

Estimate of date on which contractor will complete the removal of equipment and plant and the cleaning up of the site ....

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site ....

Date October 30, 1958

D. C. King
Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning up of the site is completed. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Office Engineer or the Bridge Engineer at Salem. The duplicate copy is to be sent to the Division Engineer. The triplicate copy is to be retained by the Resident Engineer.

State Printing 98911

FILING
OREGON DISTRICT

5345

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

409 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4-0

October 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5345 for Oregon Project I-5-4(22)228, North Albany Junction-Lebanon Road (paving) Section of the Pacific Highway, to Roy L. Houck & Sons and Roy L. Houck Sons Corporation of Salem, Oregon, low bidder in the amount of $1,683,464.50 at the September 30, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

NOTED
S. H. PROBERT

RECEIVED
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT
I-5-4 (22) 228

5345

When replying, refer to
08-35.4

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(22)228, paving on the North Albany Junction-Lebanon Road Section of the Pacific Highway in Linn County. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk

C. G. Polk
Division Engineer

RECEIVED
SEP 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

R

RECEIVED
[illegible] 1958
FOR FILING
T-5-4(22):28

5345

Salem, Oregon
August 13, 1958

Base and surfacing design
North Albany Junction-Lebanon
Road, Interstate 5

Mr. Tom Edwards
Construction Engineer
Department

I have the base and surfacing design for the North Albany Junction-Lebanon Road Section of Interstate 5 in Linn County, showing crushed rock base with asphaltic concrete pavement.

Will you please make a ~~light~~ like design using concrete pavement, and compute costs of both types and submit them to me for consideration as to type of design to be used.

Forrest Cooper
Deputy State Highway Engineer

FC:me

File

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
Paving PROJECT BASE DESIGN Paving

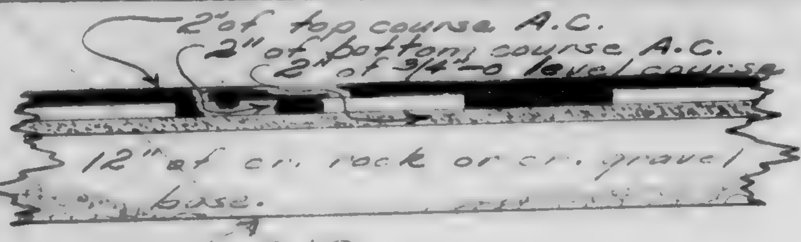
Section N. Albany Jct-Lebanon Road Highway Pacific County Linn Prefix

Res. Engr. A. Shirley Overall Length of Project 7.1± Miles. Approx. Sta. 1027+00 to Approx. Sta. 1401+00 Date 8-1-58

TYPICAL SECTIONS Traffic Classif. - Very Heavy

Main Roadway, Speed Change Lanes, 1 & 2 Way Interchange Legs
Sta. 1027+00-1103+50± & 1130+00 - 1401+00

1027+00-1103+50± ①	Gravel	1130+00-1401+00 ②
2"	Max. Size	3"
6	% P. 1/4	42.6
5	% P. 40	14.6
7	% P. 200	4.6
22.9	Abrasion	22.7
2.62	Sp. Gr.	2.66
23	LL	24
9	PI	5



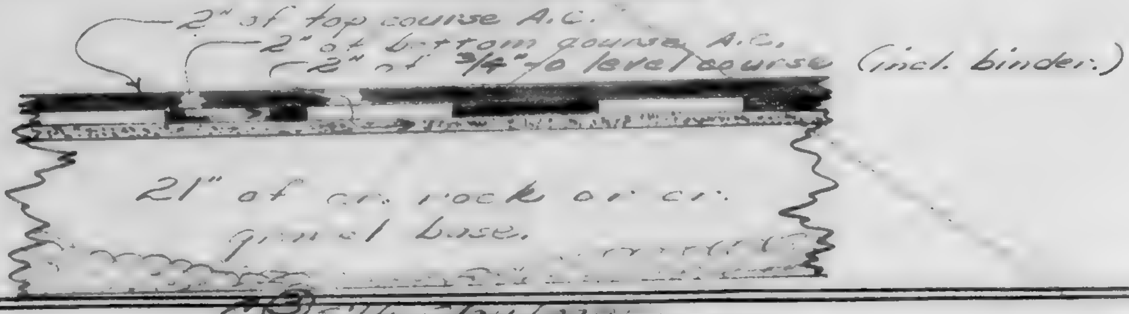
2" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course (incl. binder.)
12" of cr. rock or cr. gravel base.

(① & ②) Gravels

*The coarse crushed base has been increased 3" due to contamination of the gravels by silt-clay soils.

~~Main Roadway, Speed Change Lanes, 1 & 2 Way Interchange Legs~~
Sta. 1103+50± - 1130+00

③ Typical Soil
29 LL
7 PI
98 % P.200
57 % Silt
38 % Clay
3 "R" Value.



2" of top course A.C.
2" of bottom course A.C.
2" of 3/4"-0 level course (incl. binder.)
21" of cr. rock or cr. gravel base.
③ Silty Clay Loam

Required Base & Wear: Crushed	Required Base & Wear: Not Crushed	Designed Base & Wear: Exist. Surf. Allow.	Designed Base & Wear: New Work	
			4	A.C.
			2	Level
			12	Cr. Base
15			*18	
			4	A.C.
			2	Level
			21	Cr. Base
27			27	

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be determined by the Engineer.											

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

Submitted by C. J. Gregg
Asst. Soils Engineer

Recommended by
Construction Engineer

Recommended by C. F. Hageman
Asst. Engineer of Materials

Approved by
Deputy State Highway Engineer

I-5-4(23)   S. Santiam Jct.-Lane Co.   1958
218   Line (Structures) Sec.
#5346   of the Pacific Hwy.

RECEIVED
MAY 3 - 1960
FOR FILING
[illegible]
5346

May 3, 1960

Seaboard Surety Company
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to Hamilton and Thoms, Inc., on contract #5346 for bridge construction on the South Santiam Jct.-Lane County Line Section of Pacific Highway in Linn County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $621,286.39, including the post-final payment of $2,218.34. Of the total, $3,033.95 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Seaboard Surety Company
100 William Street
New York 38, N. Y.

A

RECEIVED
EB 24 1960
FOR FILING
[illegible]
[illegible]

February 24, 1960

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to Hamilton & Thoms, Inc., on contract #5346 for bridge construction on the South Santiam Jct.-Lane County Line Section of Pacific Highway in Linn County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $618,252.44, including the post-final payment of $7,937.27. Of the total, $815.61 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Seaboard Surety Co.,
100 William St.,
New York 38, N. Y.

A

RECEIVED
JAN 1960
FOR FILING
T5 4(23)21
5346

January 11, 1960

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract #5346 for bridge construction on the South Santiam Jct.-Lane County Line Sedtion of Pacific Highway in Linn County was completed by the contractor, Hamilton & Thoms, Inc., on October 16, 1959, and was formally accepted by the Highway Commission on November 5, 1959.

Final payment in the amount of $33,400.14 will be released to the contractor on or after January 21, 1960. The total contract amount is $611,130.78, of which amount $815.61 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on the project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Seaboard Surety Co.,
100 William Street
New York 38
N. Y.

C...tract 5346 A

RECEIVED
C 15 1958
FOR FILING

Monthly Transaction No. 12-39	Form 2 (5-2 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
		County **Linn**
Project Report No. I-5-4(23)218	FEDERAL-AID PROJECT AGREEMENT	Project No. **I-5-4(23)218**

5344

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Santiam Junction - Halsey Road Section (Structures), on U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	9-15-58	0.2
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 705,634.00	Federal funds $ 651,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By
(title)

By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Santiam Junction-Lane County Line Section, Project No. I-5-4(23)218.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement, for the Santiam Junction-Lane County Line Section, Project No. I-5-4(23)218.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project No. I-5-4(23)218

SANTIAM JUNCTION-LANE COUNTY LINE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 12, 1958

Type Code X721
Albany-Tallman Road U'xing (Br. #8224)(Sta. 1177+39.82)(Contract No. 5346)

Structural Excavation	170	cu. yds.	$ 3.00	$ 510.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Steel Piling	500	lin. ft.	5.00	2,500.00
Drive Steel Piles	10	only	60.00	600.00
Furnish Treated Timber Piling	2,448	lin. ft.	1.25	3,060.00
Drive Timber Piling	68	only	35.00	2,380.00
Class "A" Concrete	538	cu. yds.	70.00	37,660.00
Metal Reinforcement	138,300	lbs.	.12	16,596.00
8-inch Metal Drain Pipe	240	lin. ft.	3.00	720.00
Concrete Slab Riprap	320	sq. yds.	7.00	2,240.00
				$ 66,566.00

Type Code X020
Albany Ditch Bridge (Br. #8225)(Sta. 1195+81 to Sta. 1196+59)(Contract No. 5346)

Structural Excavation	40	cu. yds.	$ 3.00	$ 120.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Concrete Piling	1,920	lin. ft.	4.20	8,064.00
Drive Piles	60	only	70.00	4,200.00
Pile Extensions	300	lin. ft.	12.00	3,600.00
Class "A" Concrete	355	cu. yds.	50.00	17,750.00
Metal Reinforcement	87,000	lbs.	.12	10,440.00
8-inch Metal Drain Pipe	25	lin. ft.	3.00	75.00
				$ 44,549.00

Type Code X021
Oak Creek Bridge (Br. #8227)(Sta. 1252+37 to Sta. 1253+63)(Contract No. 5346)

Structural Excavation	190	cu. yds.	$ 2.00	$ 380.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Concrete Piling	1,408	lin. ft.	4.20	5,913.60
Drive Piles	64	only	70.00	4,480.00
Pile Extensions	320	lin. ft.	12.00	3,840.00
Class "A" Concrete	500	cu. yds.	61.00	30,500.00
Metal Reinforcement	139,000	lbs.	.12	16,680.00
				$ 62,093.60

Type Code X721
Albany-Brownsville Road U'xing (Br.#8228)(Sta. 1271+98.69)(Contract No. 5346)

Structural Excavation	240	cu. yds.	$ 3.00	$ 720.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Steel Piling	600	lin.ft.	5.00	3,000.00
Drive Steel Piles	12	only	60.00	720.00
Furnish Treated Timber Piling	2,604	lin. ft.	1.25	3,255.00
Drive Timber Piles	93	only	35.00	3,255.00
Class "A" Concrete	745	cu. yds.	70.00	52,150.00
Metal Reinforcement	186,500	lbs.	.12	22,380.00
8-inch Metal Drain Pipe	260	lin. ft.	3.00	780.00
Concrete Slab Riprap	380	sq. yds.	7.00	2,660.00
				$ 89,220.00

Type Code X021
Butte Creek Bridges (Br.#8232)(Sta. 1678+05 to Sta. 1679+31)(Contract No. 5346)

Structural Excavation	220	cu. yds.	$ 2.00	$ 440.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Concrete Piling	2,560	lin. ft.	4.20	10,752.00
Drive Piles	64	only	70.00	4,480.00
Pile Extensions	320	lin. ft.	12.00	3,840.00
Class "A" Concrete	529	cu. yds.	61.00	32,269.00
Metal Reinforcement	157,600	lbs.	.12	18,912.00
8-inch Metal Drain Pipe	50	lin.ft.	3.00	150.00
				$ 71,143.00

Type Code X020
Sodom Ditch Bridge (Br.#8233)(Sta. 1745+27.5 to Sta. 1748+44.5)(Contract No. 5346)

Structural Excavation	90	cu. yds.	$ 3.00	$ 270.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Concrete Piling	6,500	lin. ft.	4.20	27,300.00
Drive Piles	130	only	70.00	9,100.00
Pile Extensions	650	lin. ft.	12.00	7,800.00
Class "A" Concrete	184	cu. yds.	85.00	15,640.00
Class "A-A" Concrete	1,085	cu. yds.	61.00	66,185.00
Metal Reinforcement	362,000	lbs.	.13	47,060.00
8-inch Metal Drain Pipe	30	lin. ft.	3.00	90.00
				$173,745.00

Type Code X021
Sodom Ditch Overflow Bridges(Br. #8234)(Sta. 1786+96.5 to Sta. 1787+13.5) (Contract No. 5346)

Structural Excavation	275	cu. yds.	$ 2.00	$ 550.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Concrete Piling	2,240	lin. ft.	4.20	9,408.00
Drive Piles	64	only	70.00	4,480.00
Pile Extensions	320	lin. ft.	12.00	3,840.00
Class "A" Concrete	490	cu. yds.	61.00	29,890.00
Metal Reinforcement	141,300	lbs.	.12	16,956.00
8-inch Metal Drain Pipe	60	lin. ft.	3.00	180.00
				$ 65,604.00

Type Code X021
Sodom Ditch Overflow Bridges (Br. #8239)(Sta. 1943+02.5 to Sta. 1944+28.5)

Structural Excavation	$275	cu. yds.	$ 2.00	$ 550.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Concrete Piling	1,600	lin. ft.	4.20	6,720.00
Drive Piles	64	only	70.00	4,480.00
Pile Extensions	320	lin. ft.	12.00	3,840.00
Class "A" Concrete	535	cu. yds.	61.00	32,635.00
Metal Reinforcement	167,000	lbs.	.12	20,040.00
				$ 68,565.00
		Subtotal		$641,485.60
		10% Engr. & Cont.		64,148.56
		Total		$705,634.16

Length of 8 Structures. . . . . 0.150 miles

Federal Funds	$651,000.00
State Funds	54,634.16
	$705,634.16

State funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid Project
No. I-5-4(23)218

SANTIAM JUNCTION-LANE COUNTY LINE SECTION OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 12, 1958

Type Code X221
Albany-Tallman Road U'Xing (Br.#8224)(Sta. 1177 + 39.82)

Structural Excavation	170	cu.yds.	10.00	$ 1,700.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Steel Piling	500	lin.ft.	6.00	3,000.00
Drive Steel Piles	10	only	80.00	800.00
Furnish Treated Timber Piling	2448	lin.ft.	1.50	3,672.00
Drive Timber Piling	68	only	60.00	4,080.00
Class "A" Concrete	538	cu.yds.	75.00	40,350.00
Metal Reinforcement	138,300	lbs.	0.135	18,670.50
8-inch Metal Drain Pipe	240	lin.ft.	5.00	1,200.00
Concrete Slab Riprap	320	sq.yds.	10.00	3,200.00
				$76,922.50

Type Code X021
Albany Ditch Bridge (Br.#8225)(Sta. 1195 + 81 to Sta. 1196 + 59)

Structural Excavation	40	cu.yds.	10.00	400.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Concrete Piling	1920	lin.ft.	4.00	7,680.00
Drive Piles	60	only	65.00	3,900.00
Pile Extensions	300	lin.ft.	5.00	1,500.00
Class "A" Concrete	355	cu.yds.	75.00	26,625.00
Metal Reinforcement	87,000	lbs.	0.14	12,180.00
8-inch Metal Drain Pipe	25	lin.ft.	5.00	125.00
				$52,660.00

Type Code X021
Oak Creek Bridge (Br.#8227)(Sta. 1252 + 37 to Sta. 1253 + 63)

Structural Excavation	190	cu.yds.	10.00	1,900.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Concrete Piling	1408	lin.ft.	4.00	5,632.00
Drive Piles	64	only	65.00	4,160.00
Pile Extensions	320	lin.ft.	5.00	1,600.00
Class "A" Concrete	500	cu. yds.	75.00	37,500.00
Metal Reinforcement	139,000	lbs.	0.14	19,460.00
				$70,502.00

Type Code X221
Albany-Brownsville Road U'Xing (Br.# 3228)(Sta. 1271 + 93.69)

Structural Excavation	240	cu.yds.	10.00	2,400.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Steel Piling	600	lin.ft.	6.00	3,600.00
Drive Steel Piles	12	only	80.00	960.00
Furnish Treated Timber Piling	2,604	lin.ft.	1.50	3,906.00
Drive Timber Piles	93	only	60.00	5,580.00
Class "A" Concrete	745	cu.yds.	75.00	55,875.00
Metal Reinforcement	186,500	lbs.	0.135	25,177.50
8-inch Metal Drain Pipe	260	lin.ft.	5.00	1,300.00
Concrete Slab Riprap	380	sq.yds.	10.00	3,800.00
				$102,848.50

Type Code X021
Butte Creek Bridges (Br.#8232) (Sta. 1673 + 05 to Sta. 1679 + 31)

Structural Excavation	220	cu.yds.	10.00	2,200.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Concrete Piling	2560	lin.ft.	4.00	10,240.00
Drive Piles	64	only	65.00	4,160.00
Pile Extensions	320	lin.ft.	5.00	1,600.00
Class "A" Concrete	529	cu.yds.	75.00	39,675.00
Metal Reinforcement	157,600	lbs.	0.14	22,064.00
8-inch Metal Drain Pipe	50	lin.ft.	5.00	250.00
				$80,439.00

Type Code X021
Sodom Ditch Bridges (Br.#8233)(Sta. 1745 + 27.5 to Sta. 17[illegible] + 44.5)

Structural Excavation	90	cu.yds.	10.00	900.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Concrete Piling	6500	lin.ft.	4.00	26,000.00
Drive Piles	130	only	65.00	8,450.00
Pile Extensions	650	lin.ft.	5.00	3,250.00
Class "A" Concrete	184	cu.yds.	75.00	13,800.00
Class "A-A" Concrete	1085	cu.yds.	78.00	84,630.00
Metal Reinforcement	362,000	lbs.	0.135	48,870.00
8-inch Metal Drain Pipe	30	lin.ft.	5.00	150.00
				$186,300.00

Type Code X021
Sodom Ditch Overflow Bridges (Br. #8234)(Sta. 1786+96.5 to Sta. 1787+13.5)

Structural Excavation	275	cu.yds.	10.00	2,750.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Concrete Piling	2240	lin.ft.	4.00	8,960.00
Drive Piles	64	only	65.00	4,160.00
Pile Extensions	320	lin.ft.	5.00	1,600.00
Class "A" Concrete	490	cu.yds.	75.00	36,750.00
Metal Reinforcement	141,300	lbs.	0.14	19,782.00
8-inch Metal Drain Pipe	60	lin.ft.	5.00	300.00
				$74,552.00

Type Code X021
Sodom Ditch Overflow Bridges (Br. #8232)(Sta. 1943+02.5 to Sta. 1944+28.5)

Structural Excavation	275	cu.yds.	10.00	2,750.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Concrete Piling	1600	lin.ft.	4.00	6,400.00
Drive Piles	64	only	65.00	4,160.00
Pile Extensions	320	lin.ft.	5.00	1,600.00
Class "A" Concrete	535	cu.yds.	75.00	40,125.00
Metal Reinforcement	167,000	lbs.	0.14	23,380.00
				$78,665.00

Subtotal	$722,889.00
10% Engr.&Cont.	72,288.90
Total	$795,177.90

Length of 8 Structures 0.150 Miles

Federal Funds	$734,000.00
State Funds	61,177.90
	$795,177.90

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NOV 26 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

I-5-4(23)218

5346

Nov. 25, 1958

Hamilton and Thomas, Inc.
Box 726
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5346, awarded Oct. 23, 1958, for bridge construction on the South Santiam Junction-Lane County Line Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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I 5-11-23

5346

October 24, 1958

Hamilton & Thoms, Inc.
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5346 for construction of two undercrossing and six twin drainage structures on South Santiam Junction-Lane County Line (Structures) section of the Pacific Highway in Linn County.

This award was based on your bid of $641,485.60 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

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I-5-4(23)218

5346 When replying, refer to
08-35.6

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-4(23)218, 14 structures, Santiam Junction-Lane Co. Line Section of the Pacific Highway.

This approval is given subject to your making any corrections or revisions which may be found necessary following a complete review of the plans. This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Orig to
Mr. Merchant

NOTED
G. S. PAXSON

F-326(6) Gwynn U'Xing-Jonesboro & 1958
Tunnel-Namorf Secs. of
#5347 Central Oregon Hwy. [redacted]

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&
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

May 3, 1963

Mr. Glen McCarty
Attorney at Law
1221 Equitable Building
Portland 4, Oregon

Re: Contract No. 5347
Twin City Construction Co. and
Clarence Braden
Claim of J. F. Konen Construction Co.

Dear Mr. McCarty:

Your letter of April 22, 1963, addressed to Mr. Query, Secretary of the Highway Commission, has been referred to the undersigned.

We assume that your inquiry is whether any statutory or contractual provisions require an out-of-state contractor to submit to the jurisdiction of the Oregon court. We are aware of no such provision.

In the case of a foreign corporation which is awarded a highway contract, such corporation is required to qualify with the Corporation Department as a foreign corporation doing business with the state, before commencing work. In such instances, of course, a registered agent would have to be appointed.

The contract in question, as you know, was awarded to a joint venture comprised of Clarence Braden, and one Cora Graham dba Twin City Construction Company. The only address our records presently show for this joint venture is 404 Seventh Street, Pasco, Washington.

ORS 279.016, relating to prequalification statements required of prospective bidders on public contracts, requires, among other things, that such statement show the address within this state of the prospective bidder. Such requirement does not appear to be sufficient to require noncorporate nonresident contractors to submit to the jurisdiction of the Oregon court. In any event, the prequalification statement filed by the contractors in

NOTED
FLOYD QUERY

question in 1958 has been destroyed, and we have no record of what, if any, local address was given by them at that time.

It is also noted that the contract contained our usual provision that "It is expressly understood that this contract in all things shall be governed by the laws of the State of Oregon." We assume that this would be construed to relate to matters of performance, interpretation, etc., and would not be sufficient to bring a nonresident contractor within the jurisdiction of the Oregon court.

We hope that this answers your inquiry, although we recognize that the answer may not be of much assistance to you.

Yours very truly,

L. I. LINDAS
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:ks

cc: Floyd Query
L. I. Lindas

RECEIVED
MAY 7 - 1963
FOR FILING

(6)
GLEN McCARTY
J. W. ROSACKER

5347

McCARTY & ROSACKER
ATTORNEYS AT LAW
1221 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9803

April 22, 1963

Re: Your contract No. 5347
§ J. F. Konen Const. Co.

Mr. Fred Query
State Highway Department
Salem, Oregon

Dear Mr. Query:

Is there any provision in the statute or in your contract that requires the contractor to submit to the jurisdiction of the court?

You were very kind to me one week end in this matter, and I want to express to you my sincere thanks.

Very truly yours,

Glen McCarty

GMcC;ad

This was a non-resident contractor

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APR 23 1963
OREGON
STATE HIGHWAY COMMISSION

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FLOYD QUERY

4/23 Copy to Lindas for draft of a reply
Allen Johannson answered this

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5347

January 12, 1962

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

In compliance with your telephone request of January 11, we are attaching copies of letters, dated July 25, 1960, and April 18, 1961, addressed to the U. S. Fidelity & Guaranty Co., Portland. These are in connection with two claims filed by J. F. Konen Construction Co., Inc., on Contract No. 5347, on which Twin City Construction Co. and Clarence Braden were prime contractors.

It is our understanding that Mr. Glen McCarty, of McCarty & Rosacker, Attorneys at Law, Portland, requested this information, and that you will forward these copies along with some material which you are sending to Mr. McCarty.

Yours very truly,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

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AUG 24 1961
FOR FILING
5347

August 23, 1961

Hutchinson, Schwab & Burdick
Attorneys at Law
712 Executive Building
Portland 4, Oregon

Gentlemen:

Contract No. 5347
Awarded to Twin City Construction Co.
and Clarence Braden

Attached are photo copies of letters filed with us concerning Konen Construction Co. claims against Contract 5347. This is in response to your letter of August 22.

If additional information is desired, please do not hesitate to ask.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

Encls.

HUTCHINSON, SCHWAB & BURDICK
ATTORNEYS AT LAW
712 EXECUTIVE BUILDING
PORTLAND 4, OREGON
CAPITOL 6-2926

HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.

August 22, 1961

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Re: Oregon State Highway Contract 5347-Malheur County, Oregon, dated about October 23, 1958 - Cora Graham dba Twin City Construction Co. and Clarence Braden, joint venturers.

We wrote you August 10 concerning whether the Konen Construction Co. filed notice of claim in connection with the above project provided for by ORS 279.526 and ORS 279.528.

You very kindly replied on August 11. In the second paragraph of your reply, you indicate that several claims were filed with the department by the Konen Construction Co. You state that a letter was received advising of a claim in the amount of $21,573.74 (no date is stated). You then state that on July 15, 1960, another letter was received advising of a claim of $11,798.63. You state, also, that on April 12, 1961, an amended claim was received for $23,488.05.

It would be much appreciated if you would send us copies of each of these claims or letters which you received in this connection as soon as possible.

As we told you, we are attorneys for the bonding company (U.S.F.&.G.) and also for Cora Graham and Clarence Braden.

Very truly yours,

HUTCHINSON, SCHWAB & BURDICK

Dwight L. Schwab

Dwight L. Schwab

DLS:tg

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AUG 14 1961
FOR FILING

5347

9

August 11, 1961

Hutchinson, Schwab & Burdick
Attorneys at Law
712 Executive Building
Portland 4, Oregon

Attention: Mr. Dwight L. Schwab

Dear Mr. Schwab:

In your letter of August 10 you inquire if J. F. Konen Construction Co., Inc. had filed notice of claim for work performed against State Highway Contract 5347, awarded to Twin City Construction Co. and Clarence Braden, for work on the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

Our contract records show that a letter was received in our office advising of a claim in the amount of $21,573.74. On July 15, 1960 another letter was received from Konen Construction Company advising of a claim in the amount of $11,798.83. This claim was filed with the Secretary of State July 22, 1960. On April 12, 1961 we received a letter from McCarty & Rosacker submitting an amended claim for labor and materials in the sum of $23,488.05. This amended claim was filed with the Secretary of State on April 18, 1961.

The contract was completed on June 16, 1960 and was accepted by the State Highway Commission on September 29, 1960.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

NOTED ON CARD
lc

HUTCHINSON, SCHWAB & BURDICK
ATTORNEYS AT LAW
712 EXECUTIVE BUILDING
PORTLAND 4, OREGON
CAPITOL 6-2926

HAROLD B. HUTCHINSON
DWIGHT L. SCHWAB
DENTON G. BURDICK, JR.

August 10, 1961

Secretary
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Re: Oregon State Highway Department
Contract No. 5347 - Malheur County,
Oregon, dated about October 23, 1958 -
Cora Graham, dba Twin-City Construction
Co. and Clarence Braden, joint venturers.

We are attorneys for United States Fidelity & Guaranty Company, Graham and Braden, in connection with the above-entitled matter.

USF&G filed a bond with the Highway Department in connection with the above contract guaranteeing performance by Graham and Braden.

J. F. Konen Construction Co., Inc. did work on the project. It would be appreciated if you would tell us whether the Konen Company filed notice of claim in connection with this project as provided for by ORS 279.526 and ORS 279.528.

If we have not given you enough information, or if we do not make ourselves clear, please let us know and we will give you further information. We would appreciate hearing from you just as soon as possible. Thank you very much for your cooperation.

Very truly yours,

HUTCHINSON, SCHWAB & BURDICK

Dwight L. Schwab

Dwight L. Schwab

DLS:dp

RECEIVED
AUG 11 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
UU APR 21 1961

FOR FILING

F-326(6)
5347

April 20, 1961

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. Lotus M. Conser
Manager

Gentlemen:

We have received notification from the Secretary of State, dated April 19, 1961, that the amended supplemental claim of J. F. Konen Construction Co., Inc., in the amount of $23,488.05, against Twin City Construction Co. and Clarence Braden, Joint Venture, our Contract No. 5347, has now been filed in his office. The Secretary of State has assigned his File No. 3811 to this claim.

A description of this claim was outlined in our letter to you of April 18, 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fp

NOTED ON CARD
dc

FORM E-123-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

April 18, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is an amended supplemental claim, dated April 8, 1961, in the amount of $23,488.05, by J. F. Konen Construction Co., Inc., against Twin City Construction Co. and Clarence Braden, Joint Venture, for labor and materials.

This appears to be in connection with State Highway Contract No. 5347 with Twin City Construction Co. and Clarence Braden for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

RECEIVED
APR 20 1961
OREGON
STATE HIGHWAY COMMISSION

File #3811

FILED
APR 19 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
APR 19 1961
HOWELL APPLING, JR.
SECRETARY OF STATE

4-19-61

P

RECEIVED
APR 24 1961
4-51
FOR FILING

... transaction number	Form PR-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State **Oregon**
... record ... F-326(6)	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Malheur**
5347		Project number **F-326(6)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **Dec. 18**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project	$ **912,046.00**
Revised Federal funds	$ **558,626.00**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **19** day of **April**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XX~~ **C. C. Polk**
Division Engineer

By: C.C. Pike
C. C. Pike
Acting Administrative Manager

USComm-DC 11170

April 18, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway official, for the Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections, Project No. F-326(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RMC:bb

FORM CD-1-21
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
408 State Highway Building
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: April 14, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Proposed Modification of Federal-aid Project Agreement

Attached are two copies of proposed modification of Federal-aid project agreement for the following project:

F-326(6)	Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments

NOTED
FORREST COOPER

RECEIVED
APR 14 1961
OFFICE OF
STATE HIGHWAY ENGINEER

Contract No. 5347

A

RECEIVED
DEC 1? 1958
FOR FILING

Monthly Transaction No. 7	F 2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. 8 F 326 (6)	**FEDERAL-AID PROJECT AGREEMENT**	County **Malheur**
		Project No. **F-326(6)**

5347

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Gwynn-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway on U.S. 20.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	8-28-58	---
Rights-of-Way		
Construction	9-15-58	10.736
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 850,193.00	Federal funds $ 525,800.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ____________________
Deputy **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 18, 1958**

December 8, 1958

Mr. G. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Ogyen Undercrossing-Johnsboro and Tunnel-Hamerf Sections, Project No. F-326(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project No. F-326(6)

GWYNN UNDERCROSSING-JONESBORO AND TUNNEL-NAMORF SECTIONS
OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon December 2, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (Sta. 319+00 to Sta. 638+00)(Sta. 1074+41.73=1083+26.36 thru Equa. 1159+00 = 620+99.10 to Sta. 650+00)(Contract No. 5347)

Clearing and Grubbing	All	Required		$ 2,000.00
Drainage Excavation, Unclassified	1,200	cu. yds.	$ 1.00	1,200.00
Embankment Foundation Excavation, Unclassified	650	cu. yds.	1.00	650.00
General Excavation, Unclassified	347,600	cu. yds.	.47	163,372.00
Short Overhaul	867,000	yd. stns.	.005	4,335.00
Long Overhaul	20,700	C-yd. stas.	.005	103.50
Finishing Roadbed and Slopes	10.68	miles	500.00	5,340.00
Rounding Cutbanks	20,000	lin. ft.	.10	2,000.00
12-inch Corrugated Metal Pipe	340	lin. ft.	3.00	1,020.00
18-inch Corrugated Metal Pipe	870	lin. ft.	4.00	3,480.00
24-inch Corrugated Metal Pipe	460	lin. ft.	5.50	2,530.00
36-inch Corrugated Metal Pipe	120	lin. ft.	11.50	1,380.00
48-inch Corrugated Metal Pipe	16	lin. ft.	17.00	272.00
60-inch Corrugated Metal Pipe	12	lin. ft.	22.00	264.00
72-inch Corrugated Metal Pipe	12	lin. ft.	52.00	624.00
84-inch Corrugated Metal Pipe	10	lin. ft.	60.00	600.00
18-inch Concrete Pipe	60	lin. ft.	3.00	180.00
24-inch Concrete Pipe	40	lin. ft.	6.00	240.00
36-inch Concrete Pipe	75	lin. ft.	12.00	900.00
6-inch Perforated Metal Drain Pipe	520	lin. ft.	2.00	1,040.00
Special Backfill in Drains	110	cu. yds.	6.00	660.00
Salvaging Culvert Pipe	490	lin. ft.	3.00	1,470.00
Class "A" Concrete in Box Culverts	85	cu. yds.	67.00	5,695.00
Metal Reinforcement	14,000	lbs.	.14	1,960.00
Metal Guard Rail	10,000	lin. ft.	3.00	30,000.00
Metal Sight Posts, Double Reflector	300	only	3.00	900.00
Type 1 Fence	1,450	rods	5.00	7,250.00
Type 2 Fence	55	rods	5.50	302.50
16' x 48" Metal Gates	10	only	75.00	750.00
Loose Riprap	5,000	tons	1.00	5,000.00
Coarse Crushed Material in Base	79,300	tons	1.55	122,915.00

3/4" - 0 Material in Base	20,300	tons	1.75	35,525.00
Sprinkling	2,300	M-gals.	1.00	2,300.00
Preparation of Base	10.68	miles	150.00	1,602.00
3/4" - 0 Material in Binder Course	1,850	tons	3.20	5,920.00
Furnishing & Placing Aggregates	2,860	tons	3.40	9,724.00
MC-2 Asphalt	160	tons	57.50	9,200.00
120-150 Asphalt	170	tons	55.00	9,350.00
RS-1 Asphalt	70	tons	57.50	4,025.00
Asphaltic Concrete Mixture in Patching	2,500	tons	4.10	10,250.00
Asphaltic Concrete Mixture	27,480	tons	4.10	112,668.00
85-100 Asphalt in Mixture	1,793	tons	45.00	80,685.00
Extra for Asphaltic Concrete Approaches	30	only	30.00	900.00
				$650,582.00
Flagging (57½% of Contractors Cost)	All	Required		5,000.00
Move Irrigation System and Diversion Box	All	Required		300.00
Work by Oregon-Washington Telephone Co.	All	Required		1,080.00
Work by Idaho Power Co.	All	Required		8,290.00
	Subtotal			$665,252.00
		10% Engr. & Cont.		66,525.20
		Total		$731,777.20

Type Code X021
Malheur River Bridge No. 8260(Sta. 520+24 to Sta. 518+42)(Contract No. 5347)

Shoring, Cribbing, etc.,	All	Required		$ 7,500.00
Structural Excavation	250	cu. yds.	$ 5.00	1,250.00
Structural Excavation Below Elevation Shown	30	cu. yds.	20.00	600.00
Furnish Steel Piling	440	lin. ft.	6.50	2,860.00
Drive Steel Piles	8	only	100.00	800.00
Class "A" Concrete	401	cu. yds.	80.00	32,080.00
Metal Reinforcement	93,325	lbs.	.14	13,065.50
8-inch Metal Drain Pipe	100	lin. ft.	6.00	600.00
Asphaltic Concrete Mixture	70	tons	4.10	287.00
85-100 Asphalt in Mixture	4	tons	45.00	180.00
				$ 59,222.50

Type Code X021
Malheur River Bridge No. 8259(Sta. 464+90 to Sta. 463+50)(Contract No. 5347)

Shoring, Crubbing, etc.	All	Required		$ 10,000.00
Structural Excavation	90	cu. yds.	$10.00	900.00
Structural Excavation Below Elevation Shown	30	cu. yds.	20.00	600.00
Furnish Treated Timber Piling	385	lin. ft.	2.40	924.00
Furnish Timber Piling	1,120	lin. ft.	1.00	1,120.00
Drive Piles	39	only	90.00	3,510.00
Class "A" Concrete	269	cu. yds.	80.00	21,520.00
Metal Reinforcement	64,130	lbs.	.12	7,695.60
Asphaltic Concrete Mixture	50	tons	4.10	205.00
85-100 Asphalt in Mixture	3	tons	45.00	135.00
				$ 46,609.60
		Subtotal		$105,832.10

Subtotal	$105,832.10
10% Engr. & Cont.	10,583.21
Total	$116,415.31

Length of Roadway.	10.667 miles
Length of 4 Structures	0.069 mile
Total Length	10.736 miles
Cost of Roadway per mile	$68,601.96

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 800.00
Roadway	731,777.20	452,600.00	279,177.20
Structures	116,415.31	72,000.00	44,415.31
	$850,192.51	$525,800.00	$324,392.51

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

OWYHEE UNDERCROSSING-JONESBORO AND TUNNEL-HAMONT SECTIONS

Project No. F-326(6)

Estimated costs of work to be done by the Oregon-Washington Telephone Co.

Labor	$ 809.00	
Supplies, Overhead & Misc.	335.61	
Salvage Credit	57.99	Cr.
	$1,086.62	

Use. $1,080.00

Estimated costs of work to be done by the Idaho Power Co.

Materials	$4,451.00	
Labor	4,351.00	
Equipment	628.00	
Overhead	754.00	
Salvage Credit	1,890.00	Cr.
	$8,294.00	

Use. $8,290.00

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

Probert

When replying, refer to
08-35.4-0

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-326(6), Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. G. Polk
Division Engineer

E. H. Cowan

By: E. H. Cowan
Acting Division Engineer

RECEIVED
SEP 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal Aid
Project No. F-326(6)

GWYNN UNDERCROSSING-JONESBORO AND TUNNEL-NAMORF SECTIONS OF THE CENTRAL OREGON HIGHWAY IN MALHEUR COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 19, 1958

Type Code P. E.

Preliminary Engineering	All Required	$2,000.00

Type Code 6201
Roadway (Sta. 319+00 to Sta. 638+00)(Sta. 1074+41.73=1083+26.36 thru Equa. 1159+00=620+99.10 to Sta. 450+00)

Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	1,200	cu.yds.	$ 3.00	3,600.00
Embankment Foundation Excavation, Unclassified	650	cu.yds.	0.50	325.00
General Excavation, Unclassified	347,600	cu.yds.	0.58	201,608.00
Short Overhaul	867,000	yd.sta.	0.0075	6,502.50
Long Overhaul	20,700	C-yd.sta.	0.35	7,245.00
Finishing Roadbed and Slopes	10.68	miles	800.00	8,544.00
Rounding Cutbanks	20,000	lin.ft.	0.20	4,000.00
12-inch Corrugated Metal Pipe	340	lin.ft.	3.75	1,275.00
18-inch Corrugated Metal Pipe	870	lin.ft.	5.00	4,350.00
24-inch Corrugated Metal Pipe	460	lin.ft.	7.50	3,450.00
36-inch Corrugated Metal Pipe	120	lin.ft.	14.50	1,740.00
48-inch Corrugated Metal Pipe	16	lin.ft.	28.00	448.00
60-inch Corrugated Metal Pipe	12	lin.ft.	35.00	420.00
72-inch Corrugated Metal Pipe	12	lin.ft.	45.00	540.00
84-inch Corrugated Metal Pipe	10	lin.ft.	58.00	580.00
18-inch Concrete Pipe	60	lin.ft.	4.50	270.00
24-inch Concrete Pipe	40	lin.ft.	6.00	240.00
36-inch Concrete Pipe	75	lin.ft.	10.00	750.00
6-inch Perforated Metal Drain Pipe	520	lin.ft.	2.00	1,040.00
Special Backfill in Drains	110	cu.yds.	6.00	660.00
Salvaging Culvert Pipe	490	lin.ft.	3.00	1,470.00
Class "A" Concrete in Box Culverts	85	cu.yds.	70.00	5,950.00
Metal Reinforcement	14,000	lbs.	0.15	2,100.00
Metal Guard Rail	10,000	lin.ft.	3.00	30,000.00
Metal Sight Posts, Double Reflectors	300	only	5.00	1,500.00
Type 1 Fence	1,450	rods	4.50	6,525.00
Type 2 Fence	55	rods	7.50	412.50

16'x48" Metal Gates	10	only	90.00	$ 900.00
Loose Riprap	5,000	tons	3.00	15,000.00
Coarse Crushed Material in Base	79,300	tons	1.30	103,090.00
3/4" - 0 Material in Base	20,300	tons	1.40	28,420.00
Sprinkling	2,300	M-Gals.	3.00	6,900.00
Preparation of Base	10.68	Miles	250.00	2,670.00
3/4" - 0 Material in Binder Course	1,850	tons	2.75	5,087.50
Furnishing and Placing Aggregates	2,860	tons	2.75	7,865.00
MC-2 Asphalt	160	tons	55.00	8,800.00
120-150 Asphalt	170	tons	53.00	9,010.00
RS-1 Asphalt	70	tons	55.00	3,850.00
Asphaltic Concrete Mixture in Patching	2,500	tons	4.60	11,500.00
Asphaltic Concrete Mixture	27,480	tons	3.60	98,928.00
85-100 Asphalt in Mixture	1,793	tons	40.00	71,720.00
Extra for Asphaltic Concrete Approaches	30	only	30.00	900.00
				$ 680,185.50
Flagging (57½% of Contractor's Cost)	All	Required		5,000.00
Move Irrigation System and Diversion Box	All	Required		300.00
Work by Ore.-Wash. Telephone Co.	All	Required		1,500.00
Work by Idaho Power Co.	All	Required		4,200.00
	Subtotal			$ 691,185.50
	10% Engr. & Cont.			69,118.55
	Total			$ 760,304.05

Type Code X021
Malheur River Br. #8260 (Sta. 520+24 to Sta. 518+42)

Shoring, Cribbing, Etc.	All	Required		$ 6,000.00
Structural Excavation	250	cu.yds.	$ 10.00	2,500.00
Structural Excavation Below Elevation Shown	30	cu.yds.	15.00	450.00
Furnish Steel Piling	440	lin.ft.	5.50	2,420.00
Drive Steel Piles	8	only	100.00	800.00
Class "A" Concrete	401	cu.yds.	80.00	32,080.00
Metal Reinforcement	93,325	lbs.	0.135	12,598.88
8-inch Metal Drain Pipe	100	lin.ft.	4.50	450.00
Asphaltic Concrete Mixture	70	tons	3.60	252.00
85-100 Asphalt in Mixture	4	tons	40.00	160.00
				$ 57,710.88

Type Code X021
Malheur River Bridge #8259 (Sta. 464+90 to Sta. 463+50)

Shoring, Cribbing, Etc.	All	Required		$ 8,000.00
Structural Excavation	90	cu.yds.	$20.00	1,800.00
Structural Excavation Below Elevation Shown	30	cu.yds.	20.00	600.00
Furnish Treated Timber Piling	385	lin.ft.	1.60	616.00
Furnish Timber Piling	1,120	lin.ft.	1.00	1,120.00
Drive Piles	39	only	75.00	2,925.00
Class "A" Concrete	269	cu.yds.	80.00	21,520.00
Metal Reinforcement	64,130	lbs.	0.135	8,657.55

Asphaltic Concrete Mixture	50 tons	$ 3.60	$ 180.00
85-100 Asphalt in Mixture	3 tons	40.00	120.00
			$45,538.55
	Subtotal		$103,249.43
	10% Engr. & Cont.		10,324.94
	Total		$113,574.37

Length of Roadway	10.667 Miles
Length of 4 Structures	0.069 Mile
Total Length	10.736 Miles
Cost of Roadway Per Mile	$71,276.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 800.00
Roadway	760,304.50	470,600.00	289,704.50
Structures	113,574.37	70,200.00	42,374.37
	$875,878.87	$542,000.00	$333,878.87

FORM E-123-X 12.5M 8-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 1, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting power lines of the Idaho Power Company on the Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway in Malheur County, Project No. F-326(6):

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting its lines.

2. Copies of the Company's estimate, covering the adjustments.

3. Sketches prepared by the Company showing the revisions to be made.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Enclosures

Oregon State Highway Department

Federal Aid
Project No. F-326(6)

GWYNN UNDERCROSSING-JONESBORO AND TUNNEL-MAMORF SECTIONS OF THE CENTRAL OREGON HIGHWAY IN MALHEUR CO.

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 18, 1958

Type Code P.E.				
Preliminary Engineering	All	Required		$ 2,000.00
Type Code 6201				
Roadway (Sta. 319+00 to Sta. 638+00)(Sta. 1074+41.73=1083+26.36 thru Equation 1159+00=620+99.10 to Sta. 450+00)				
Clearing and Grubbing	All	Required		$ 10,000.00
Drainage Excavation, Unclassified	1,200	cu.yds.	$ 3.00	3,600.00
Embankment Foundation Excavation, Unclassified	650	cu.yds.	0.50	325.00
General Excavation, Unclassified	347,600	cu.yds.	0.58	201,608.00
Short Overhaul	867,000	yd.sta.	0.0075	6,502.50
Long Overhaul	20,700	C-yd.sta.	0.35	7,245.00
Finishing Roadbed and Slopes	10.68	miles	800.00	8,544.00
Rounding Cutbanks	20,000	lin.ft.	0.20	4,000.00
12-inch Corrugated Metal Pipe	340	lin.ft.	3.75	1,275.00
18-inch Corrugated Metal Pipe	870	lin.ft.	5.00	4,350.00
24-inch Corrugated Metal Pipe	460	lin.ft.	7.50	3,450.00
36-inch Corrugated Metal Pipe	120	lin.ft.	14.50	1,740.00
48-inch Corrugated Metal Pipe	16	lin.ft.	28.00	448.00
60-inch Corrugated Metal Pipe	12	lin.ft.	35.00	420.00
72-inch Corrugated Metal Pipe	12	lin.ft.	45.00	540.00
84-inch Corrugated Metal Pipe	10	lin.ft.	58.00	580.00
18-inch Concrete Pipe	60	lin.ft.	4.50	270.00
24-inch Concrete Pipe	40	lin.ft.	6.00	240.00
36-inch Concrete Pipe	75	lin.ft.	10.00	750.00
6-inch Perforated Metal Drain Pipe	520	lin.ft.	2.00	1,040.00
Special Backfill in Drains	110	cu.yds.	6.00	660.00
Salvaging Culvert Pipe	490	lin.ft.	3.00	1,470.00
Class "A" Concrete in Box Culverts	85	cu.yds.	70.00	5,950.00
Metal Reinforcement	14,000	lbs.	0.15	2,100.00
Metal Guard Rail	10,000	lin.ft.	3.00	30,000.00
Metal Sight Posts, Double Reflector	300	only	5.00	1,500.00
Type 1 Fence	1,450	rods	4.50	6,525.00
Type 2 Fence	55	rods	7.50	412.50

16'x48" Metal Gates	10 only	$90.00	$ 900.00
Loose Riprap	5,000 tons	3.00	15,000.00
Coarse Crushed Material in Base	79,300 tons	1.30	103,090.00
3/4" - 0 Material in Base	20,300 tons	1.40	28,420.00
Sprinkling	2,300 M-Gals	3.00	6,900.00
Preparation of Base	10.68 Miles	250.00	2,670.00
3/4" - 0 Material in Binder Course	1,850 tons	2.75	5,087.50
Furnishing and Placing Aggregates	2,860 tons	2.75	7,865.00
MC-2 Asphalt	160 tons	55.00	8,800.00
120-150 Asphalt	170 tons	53.00	9,010.00
RS-1 Asphalt	70 tons	55.00	3,850.00
Asphaltic Concrete Mixture in Patching	2,500 tons	4.60	11,500.00
Asphaltic Concrete Mixture	27,480 tons	3.60	98,928.00
85-100 Asphalt in Mixture	1,793 tons	40.00	71,720.00
Extra for Asphaltic Concrete Approaches	30 only	30.00	900.00
			$ 680,185.50
Flagging (57½% of Contractor's Cost)	All Required		5,000.00
Move Irrigation System and Diversion Box	All Required		300.00
Work by Ore-Wash. Telephone Co.	All Required		1,500.00
Work by Idaho Power Co.	All Required		4,200.00
	Subtotal		$ 691,185.50
	10% Engr. & Cont.		69,118.55
	Total		$ 760,304.05

Type Code X021
Malheur River Br. #8260 (Sta. 520+24 to Sta. 518+42)

Shoring, Cribbing, Etc.	All Required		$ 6,000.00
Structural Excavation	250 cu.yds.	$ 10.00	2,500.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish Steel Piling	440 lin.ft.	5.50	2,420.00
Drive Steel Piles	8 only	100.00	800.00
Class "A" Concrete	384 cu.yds.	80.00	30,720.00
Metal Reinforcement	91,500 lbs.	0.135	12,352.50
8-inch Metal Drain Pipe	100 lin.ft.	4.50	450.00
Asphaltic Concrete Mixture	70 tons	3.60	252.00
85-100 Asphalt in Mixture	4 tons	40.00	160.00
			$ 56,104.50

Type Code X021
Malheur River Bridge #8259 (Sta. 464+90 to Sta. 468+50)

Shoring, Cribbing, etc.	All Required		$ 8,000.00
Structural Excavation	90 cu.yds.	$20.00	1,800.00
Structural Excavation Below Elevation Shown	30 cu.yds.	20.00	600.00
Furnish Treated Timber Piling	385 lin.ft.	1.60	616.00
Furnish Timber Piling	1,120 lin.ft.	1.00	1,120.00
Drive Piles	39 only	75.00	2,925.00

Class "A" Concrete	256 cu.yds.	$80.00	$20,480.00
Metal Reinforcement	62,200 lbs.	0.135	8,397.00
Asphaltic Concrete Mixture	50 tons	3.60	180.00
85-100 Asphalt in Mixture	3 tons	40.00	120.00
			$ 44,238.00
	Subtotal		$100,342.50
	10% Engr. & Cont.		10,034.25
	Total		$110,376.75

Length of Roadway	10.667 Miles
Length of 4 Structures	0.069 Miles
Total Length	10.736 Miles
Cost of Roadway Per Mile	$71,276.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 800.00
Roadway	$760,304.50	$470,600.00	$289,704.50
Structures	$110,376.75	$ 68,200.00	$ 42,176.75
	$872,681.25	$540,000.00	$332,681.25

RECEIVED
APR 19 1961
FOR FILING

F-326 (6)

5347

April 18, 1961

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. Lotus M. Censer
Manager

Gentlemen:

We have received an amended supplemental claim, dated April 8, 1961, for labor and materials in the amount of $23,488.05, from J. F. Konen Construction Co., Inc., against Twin City Construction Co. and Clarence Braden, a joint venture. This appears to be in connection with State Highway Contract No. 5347 with Twin City Construction Co. and Clarence Braden for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

This amended supplemental claim has been forwarded to the Secretary of State for filing. Attached is a copy of it.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp
Enc.
CC:
Edward C. Stipe
201 Portland Trust Building
Portland, Oregon

NOTED ON CARD
EC

Twin City Construction Co. and
Clarence Braden
404 - 7th Street
Pasco, Wn.

Commission
W. C. Williams
Forrest Cooper

RECEIVED
APR 19 1961
FOR FILING

F-326(6)

5347

April 18, 1961

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. Geo. C. Stephens

Dear Sir:

Attached for filing is an amended supplemental claim, dated April 8, 1961, in the amount of $23,488.05, by J. F. Konen Construction Co., Inc., against Twin City Construction Co. and Clarence Braden, Joint Venture, for labor and materials.

This appears to be in connection with State Highway Contract No. 5347 with Twin City Construction Co. and Clarence Braden for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enc.

fp

NOTED ON CARD
dc

RECEIVED
APR 19 1961
FOR FILING

F-326(6)

5347

D Cork

April 18, 1961

McCarty & Rosacker
Attorneys at Law
1221 Equitable Building
Portland 4, Oregon

Attention: Mr. J. W. Rosacker

Gentlemen:

This is to acknowledge receipt of your letter of April 12, addressed to the Secretary of State and Oregon State Highway Commission, enclosing an amended supplemental claim, dated April 8, 1961, in the amount of $23,488.05, by your client, J. F. Konen Construction Co., Inc., against Twin City Construction Co. and Clarence Braden, joint venture, on State Highway Contract No. 5347.

So that there will be no misinterpretation of the law, we are forwarding this amended supplemental claim to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fp

NOTED ON CARD

McCARTY & ROSACKER
ATTORNEYS AT LAW
1221 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9803

GLEN McCARTY
J. W. ROSACKER

April 12, 1961

Secretary of State and
Oregon State Highway Commission
State of Oregon
State Office Building
Salem, Oregon

Gentlemen:

Pursuant to the provisions of Oregon Law we are enclosing herewith an original and two copies of amended supplemental claim against the bond executed by Twin City Construction Co. and Clarence Braden, Joint Venture, principal, and U. S. Fidelity & Guaranty Company, their surety, which said bond was posted in connection with the contract between the Joint Venture and the Oregon State Highway Commission, being Contract No. 5347. The original claim in connection with this matter was filed on or about July 21, 1960.

Very truly yours,

J. W. Rosacker

JWR:ad
encl.

[illegible]

RECEIVED
APR 13 1961
OREGON
STATE HIGHWAY COMMISSION

COPY

AMENDED SUPPLEMENTAL CLAIM

TO: SECRETARY of STATE of STATE of OREGON and the CLERK or
AUDITOR of the OREGON STATE HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN that the undersigned, J. F. Konen Construction Co., Inc., a corporation, has a claim for labor and materials performed and furnished by J. F. Konen Construction Co., Inc., consisting of crushing and delivering rock for Oregon State Highway Contract No. 5347, Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway, Malheur County, in the sum of $ 23,488.05 against the bond taken from Twin City Construction Co. and Clarence Braden, Joint Venture, and their Surety, U.S. Fidelity & Guaranty Company for the work on construction of the Central Oregon Highway as above set forth.

DATED this 8th day of April, 1961.

J.F. KONEN CONSTRUCTION CO, INC.
By Donald J. Konen
Vice President

COPY

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OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
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February 28, 1961

Mr. Val G. Rinehart
Engineer, Plans & Contracts
Washington State Highway Commission
Transportation Building
Olympia, Wn.

Re: Prequalification of Bidders
Clarence Braden Const. Co.

Dear Sir:

In answer to your letter of February 14, regarding the above-named contractor, we wish to advise that the following projects have been completed or will be when weather permits:

Contract	Section	Kind of Work	Amount of Contract
#5347	Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section Central Oregon Highway	Grading, paving & structures	$792,571.10

Awarded - October 23, 1958; completed June 16, 1960; accepted Sept. 29, 1960

Subcontractors:
Crushing done by J. F. Konen Constr. Co., 715 D St., Lewiston, Idaho
Paving done by Russell Olson Const. Co., P.O.Box 272, Pendleton
Structures done by Henry G. Stach, P.O.Box 431, Oakridge
Guardrail done by J. C. Denton & Sons, 505 Park Bldg., Portland 5.

Time limit, 130 work days -- 199 days used to complete job.

#5504	Wasco-Hay Canyon Section Wasco-Heppner Secdy. Highway	Grading, oiling & structures	$543,339.62

Awarded June 25, 1959; completed June 22, 1960; accepted July 7, 1960.

SUBCONTRACTORS:
Crushing done by Frank G. Baulne, Inc., P.O.Box 84, Yardley, Wn.
Oiling done by Morrison & Company, Inc., P. O. Box 597, Walla Walla, Wn.
Structures done by Mann Const. Co., P. O. Box 595, Redmond, Oregon
Guardrail done by Highway Protection Corp., 6218 N.E. Columbia Blvd., Portland 18.

Time limit, 120 work days -- 119 days used to complete job.

Contract	Section	Kind of Work	Amount of Contract
#5564	E. Unit, Forest Boundary-Haines Section Haines-Anthony Secdy. Highway	Grading and oiling	$399,936.90

Awarded November 30, 1959.

SUBCONTRACTORS:
Crushing done by Frank G. Baulne, Inc., P.O.Box 84, Yardley, Wn.
Oiling may be done by Russell Olson Const. Co., P.O.Box 272, Pendleton.

Not completed

Mr. Braden has appeared on these projects but the extent of his supervision is not known. He has employed various superintendents including a Mr. Hall. The firm does have sufficient equipment for grading work.

Clarence Braden has prequalified with us for 1961 and we have given him a rating of $4,975,000.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Salem, Oregon
February 24, 1961

Mr. Val G. Rinehart, Engineer, Plans & Contracts
Washington State Highway Commission
Transportation Building
Olympia, Washington

Dear Sir:

Re: Prequalification of Bidders
Clarence Braden Const. Co.

In answer to your letter of February 14, 1961 regarding the above named contractor we wish to advise, the following projects have been completed or will be when weather permits:

Contract: Section: Kind of Work: Amount Of Contract

5347 Gwynn Undercrossing-Jonesboro Section and Tunnell-Namorf Section — Grading, Paving and Structures — $ ~~848,281.44~~ 792,571.10
Awarded ~~Bid Received~~ October 23, 1958 Completed June 16, 1960 Accepted Sept-29, 1960
Sub-Contractors: Crushing done by J. F. Konen Const. Co., 715 D. Street, Lewiston, Idaho
Paving done by Russell Olson Const. Co., P. O. Box 272, Pendleton, Ore.
Structures done by Henry G. Stach, P. O. Box 431, Oakridge, Oregon.
Guard Rail done by J. C. Denton & Sons, 505 Park Bldg., Portland 5, Ore.
Time Limit 130 Workdays — 199 Days used to complete job

5504 Wasco - Heppner — Grading, Oiling and Structures — $ ~~568,258.61~~ 543,339.62
Awarded ~~Bid Received~~ ~~May 20,~~ June 25, 1959 — Completed June 22, 1960 — Accepted July 7, 1960
Sub Cont. Crushing done by Frank E. Baulne, Inc., P. O. Box 84, Yardley, Wash.
Oiling done by Morrison & Company, Inc. P. O. Box 597, Walla Walla, Wash.
Structures done by Mann Const. Co., P. O. Box 595, Redmond, Oregon
Guard Rail done by Highway Protection Corp., 6218 N.E. Columbia Blvd. Portland 18, Oregon
Time Limit 120 Workdays — 119 Days used to complete job.

5564 East Unit, Forest Boundary-Haines — Grading and Oiling — $ 399,936.90
Awarded ~~Bid Received~~ November 30, 1959
Sub Cont. Crushing done by Frank E. Baulne, Inc., P. O. Box 84, Yardley, Wash.
Oiling may be done by Russell Olson Const. Co., P. O. Box 272, Pendleton.
Not Completed

Mr. Braden has appeared on these projects but the extent of his supervision is not known. He has employed various superintendents including a Mr. Hall. ~~Above are listed the various sub contractors on the respective projects.~~ The firm does have sufficient equipment for grading work.

Clarence Braden has prequalified with us for 1961 and we have given him a rating of $4,975,000.

~~Yes, Floyd is in a position to answer question 5 and 6.~~

Hanson & Sturgis
Cost Analysis Section

~~1961 Statement~~

STATE OF WASHINGTON
ALBERT D. ROSELLINI, GOVERNOR

1889

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS
W. A. BUGGE, DIRECTOR
TRANSPORTATION BUILDING
OLYMPIA

COMMISSIONERS
ERNEST J. KETCHAM, CHAIRMAN
SEATTLE
O. E. STONE
SPOKANE
R. A. MOISIO
TACOMA
ERNEST A. COWELL
EUREKA
H. E. MORGAN
LONGVIEW

LORENZ GOETZ, SECRETARY
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 8
6431 CORSON AVE.
NO. 2 WENATCHEE
P. O. BOX 98
NO. 3 OLYMPIA
P. O. BOX 327
NO. 4 VANCOUVER
4200 MAIN STREET
NO. 5 YAKIMA
P. O. BOX 52
NO. 6 SPOKANE 21
N. 2820 MAYFAIR ST.
NO. 7 SEATTLE 4
450 SPOKANE ST.

February 14, 1961

State of Oregon
Department of Highways
Salem, Oregon

Attention: Mr. Floyd Query

Prequalification of Bidders

Gentlemen:

The Clarence Braden Construction Co. of Walla Walla, Washington has recently submitted application to this Department for prequalification. Although this firm has been prequalified previously, they have not been successful in bidding on our work and we therefore do not have any first-hand knowledge of their background and capabilities.

Since the firm has asked for a fairly high bidding rate, we feel that some investigation of their qualifications is warranted and we are requesting your cooperation in acquiring this background information as it pertains to the three projects listed below which the firm has indicated as being complete or substantially completed for your department.

5564 Haines-Anthony Highway	$ 400,000
5504 Wasco-Hay Canyon	543,000
5347 Vale Job	793,000

We would appreciate answers to the following questions if you are willing:

1. Did Mr. Braden actively supervise any of these projects?

2. If not, could you furnish the names of the superintendents?

3. Does the firm actively pursue the contract with its own forces or tend to subcontract some of the work to others?

4. Did the firm have sufficient equipment for the work?

5. Were the projects completed satisfactorily and on time?

6. Would you consider this firm for larger projects than those listed?

Your answers to the various questions may be entered on the duplicate copy of this letter, if you so desire, and returned in the enclosed self-addressed envelope. Please be assured that any information you care to furnish will be treated strictly confidential.

Your cooperation in furnishing this material and for the many past favors rendered is gratefully acknowledged.

Very truly yours,

W. A. BUGGE
Director of Highways

By: VAL G. RINEHART
Engineer, Plans & Contracts

WAB:LH
WLD
Enclosure
cc: Bugge

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STATE H[illegible]AY C[illegible]

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December 13, 1960

U. S. Fidelity and Guaranty Company
340 Central Building
Seattle 4, Wn.

Attention: Mr. George H. Mayes, Supt.
Fidelity-Surety-Burglary

Gentlemen:

This is to acknowledge your letter of December 7 concerning the Gwynn Undercrossing-Jonesboro Section and the Tunnel-Namorf Section of the Central Oregon Highway in Malheur County, Contract No. 5347 with Twin City Construction Co. and Clarence Braden.

This project was completed June 16, 1960 and accepted by the State Highway Commission September 29, 1960.

Our Office Engineering Division informs us that the final contract price on this job was $848,281.44.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

UNITED STATES FIDELITY AND GUARANTY COMPANY
JOHN R. JOHNSTON, MANAGER
340 CENTRAL BUILDING
SEATTLE 4, WASHINGTON
TELEPHONE: MAIN 2-7772

JOHN D. WALKER
ASSISTANT MANAGER

CARL F. BUNJE
SUPT. OF CLAIMS

AIR MAIL

December 7, 1960

Oregon State Highway Commission
Salem,
Oregon

Attention: Mr. C. W. Head

Re: Twin City Construction Company

Dear Mr. Head:

We are writing you in regards to the above contractor, in reference to the Malhuer County grading job, Gwynn Undercrossing-Jonesboro Section and Tunnell Namorff section. Our Bond number 73130-12-1679-58, contract price $729,571.10.

We understand this job has been completed and we would like to know the final contract price, however if it has not been completed would you be so kind to advise us the percent. Thank you.

Yours very truly,

George H. Mayes

George H. Mayes, Supt.
FIDELITY-SURETY-BURGLARY

GHM:m

Completed 6-[illegible]-60
Accepted [illegible]-60

Final Contract Price
([illegible]) #848,281.44

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STATE HIGHWAY COMMISSION

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5347

Salem, Oregon
December 8, 1960

Mr. H. L. Porter
Mr. C. A. Gardner

Herewith copy of a letter from the Union Pacific Railroad Company having to do with billing for railroad costs on Contract Nos. 5347 and 5563.

Please take whatever action is necessary.

G. S. Paxson
Assistant State Highway Engineer

Attach.

GSP:ae

UNION PACIFIC RAILROAD COMPANY

ENGINEERING DEPARTMENT

J. A. BUNJER
CHIEF ENGINEER

1416 DODGE STREET
OMAHA 2, NEBRASKA

November 22, 1960

OS-27-12

Mr. W. C. Williams
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Williams:

Referring to our various communications, ending with your letter of October 4, 1960, in regard to various projects that you have been unable to complete awaiting bills from this company.

My further investigation develops the following:

State Highway Contract No. 5347
Records in our Auditor of Disbursements' office indicate that Oregon State Highway Department Voucher or Draft No. A-87223 was issued to our Mr. D. J. Callahan at Portland, June 17, 1959, who promptly cleared and deposited this remittance, which permitted our Accounting Department to complete accounting functions on this project during August of 1959.

According to our records there is nothing pending to be billed against the State of Oregon on this project.

State Highway Contract No. 5563
The Division Superintendent's office at Albina advises that fully executed contract and location prints were forwarded to Assistant General Council of the State of Oregon, November 17, 1960.

This project involved an easement only and I do not know of any items that are pending to be billed against the State of Oregon on this project.

If additional information is required in connection with these or other projects, please advise.

Yours very truly,

J A Bunjer

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STATE HIGHWAY COMMISSION

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5347

4

October 6, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

State Highway contract #5347 for structures-grading-paving the Owynn Undercrossing-Jonesboro Section and the Tunnel-Namorf Section of the Central Oregon Highway in Malheur County, was completed by the contractor, Twin City Const. Co. and Clarence Braden, on June 16, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $24,745.48 will be released to the contractor on or after October 17, 1960. The total contract amount is $848,281.44, of which amount $18,525.03 represents force account items.

Claims have been filed against this contract of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

by:
C. W. Head, Assistant Secretary

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July 28, 1960

McCarty & Rosacker
Attorneys at Law
1221 Equitable Building
Portland 4, Oregon

Attention: Mr. Glen McCarty

Gentlemen:

As requested in your communication of July 28, we are attaching a certified copy of the contract and bond on State Highway Contract 5347 with Twin City Construction Co. and Clarence Braden.

This covers structures, grading and paving of the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.
CWH:fp

McCARTY & ROSACKER
ATTORNEYS AT LAW
1221 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9803

GLEN McCARTY
J. W. ROSACKER

July 28, 1960

State Highway Commission
Salem, Oregon

Attention: Mr. Floyd Query,
Secretary

Gentlemen:

This office represents J. F. Konen Construction Co., Inc., who has a claim against Twin City Construction Co. and Clarence Braden, Joint Venture. This claim arises out of Contract No. 5347.

We would like to secure a copy of the bond executed by the Joint Venture, as principal, and U. S. Fidelity & Guaranty Company, as surety, in connection with this contract, and I am advised by the local office that this can only be done through the commission office in Salem. Will you please forward me a copy of this bond, and if there is any charge in connection therewith kindly send a statement and we will remit by return mail.

Very truly yours,

Glen McCarty

GMcC:ad

Cec,
please handle
-FQ

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JUL 29 1960
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JUL 26 1960
FOR FILING

I 526 (a)

5347

July 25, 1960

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. Lotus M. Conser
Manager

Gentlemen:

Attached is a copy of a claim in the amount of $11,798.83 which has been filed with the Secretary of State on July 22, 1960, by J. F. Konen Construction Co., Inc., for labor and materials furnished to Twin City Constr. Co. and Clarence Braden, Joint Venture. This is Secretary of State File No. 3710.

This is State Highway Contract No. 5347 for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

We provide this information as your company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Edward C. Stipe
201 Portland Trust Building
Portland, Oregon

Twin City Const. Co. and Clarence Braden
404 - 7th Street
Pasco, Wn.

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
dc

CWH:fp

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

July 22, 1960

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from J. W Rosacker, c/o McCarty & Rosacker, Attorneys at Law, 1221 Equitable Building, Portland 4, Oregon, Attorney, and filed as of this date, a notice of claim by J. F. Konen Construction Co., Inc., for labor and materials performed and furnished consisting of crushing and delivering rock for Gwyn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway, Malheur County, in the sum of $11,798.83 against the bond taken from Twin City Construction Co. and Clarence Braden, Joint Venture, principal and U. S. Fidelity & Guaranty Company, surety for the work on construction of the Central Oregon Highway. State Highway Contract No. 5347.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens

Public Records Section

GS:FK
Enc.

RECEIVED
JUL 25 1960
OREGON
STATE HIGHWAY COMMISSION

McCARTY & ROSACKER
ATTORNEYS AT LAW
614 EQUITABLE BUILDING
PORTLAND 4, OREGON
CAPITOL 2-9803

GLEN McCARTY
J. W. ROSACKER

July 21, 1960

C O P Y

Secretary of State and
Oregon State Highway Commission
State of Oregon
State Office Building
Salem, Oregon

Gentlemen:

Pursuant to the provisions of Oregon Revised Statutes we are enclosing herewith formal notice of the claim against the bond executed by Twin City Construction Co. and Clarence Braden, Joint Venture, principal, and U. S. Fidelity & Guaranty Company, their surety, which said bond was posted in connection with the contract between the Joint Venture and the Oregon State Highway Commission, being Contract No. 5347.

Very truly yours,

J. W. Rosacker

JWR:ad
encl.

RECEIVED
JUL 22 1960
OREGON
STATE HIGHWAY COMMISSION

NOTICE

TO: SECRETARY OF STATE of STATE of OREGON and the CLERK
or AUDITOR of the OREGON STATE HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN that the undersigned, J. F. Konen Construction Co., Inc., a corporation, has a claim for labor and materials performed and furnished by J. F. Konen Construction Co., Inc., consisting of crushing and delivering rock for Oregon State Highway Contract No. 5347, Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway, Malheur County, in the sum of $11,798.83, against the bond taken from Twin City Construction Co. and Clarence Braden, Joint Venture, and their Surety, U. S. Fidelity & Guaranty Company for the work on construction of the Central Oregon Highway as above set forth.

Dated this 15th day of July, 1960.

J. F. KONEN CONSTRUCTION CO., INC.

By: /s/ DONALD J. KONEN
Vice-Pres.

CORPORATE SEAL
of
J. F. Konen Construction Co., Inc. of
Lewiston, Idaho

File # 3710

FILED
July
~~JUN~~ 22 1960
HOWELL APPLING, JR.
SECRETARY OF STATE

NOTICE

TO: SECRETARY of STATE of STATE of OREGON and the CLERK
or AUDITOR of the OREGON STATE HIGHWAY COMMISSION

NOTICE IS HEREBY GIVEN that the undersigned, J. F. Konen Construction Co., Inc., a corporation, has a claim for labor and materials performed and furnished by J. F. Konen Construction Co., Inc., consisting of crushing and delivering rock for Oregon State Highway Contract No. 5347, Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway, Malheur County, in the sum of $ 11,798.83, against the bond taken from Twin City Construction Co. and Clarence Braden, Joint Venture, and their Surety, U. S. Fidelity & Guaranty Company for the work on construction of the Central Oregon Highway as above set forth.

Dated this 15 th day of July, 1960.

J. F. KONEN CONSTRUCTION CO., INC.

By: Donald J Konen
Vice-Pres

RECEIVED
JUL 15 1960
FOR FILING

F-326(6)

5347

July 14, 1960

US Fidelity & Guaranty Co.,
201 Portland Trust Bldg.,
Portland 4
Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to Twin City Construction Co., and Clarence Braden, a portion of the funds heretofore retained by the Commission on contract #5347 for structures-grading-paving the Owyhn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

This payment, in the amount of $24,105.39, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $24,897.25. The present payment will be released on or after July 25, 1960.

Claims have been filed against this contract of which you were previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

F 326(6)
5347

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Final Report

For Week Ending July 1, 1960

Section Gwynn U'Xing - Jonesboro & Tunnel Namorf

Kind of work Structures, Grading & Paving

Highway Central Oregon County Malheur

Section prefix 23-1082

Contractor Twin City Const. Co. & Clarence Braden

Contract number 5347

Date of contract m October 23, 1958

Specified work days 162

Date work started November 19, 1958

Work days used 199

Project authorization $905,086.24

Exclusive of engineering $840,724.55

Per cent of time elapsed Expired %

Estimated cost of completed project, exclusive of engineering $859,228

Estimated per cent overrun [redacted] 4.0 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $64,361.69

Engineering cost to date $82,050, 127.5 %

Date project was completed June 16, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Office completed semi-final estimate and submitted same to Division Office.

CONSTRUCTION DIVISION
RECEIVED
JUL 5 1960
NOTED-- ☐ CE ☐ ACE ☐ ACE ☐ ☐ DOE

Signed E S Thompson
E. S. Thompson

Address Ontario, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	10.68	10.68		10.68	10.68
Miles partially completed					
Miles completed	10.68	10.68		10.68	10.68
Total estimated quantities (contract)	347,600	99,600	11,500	400	30,100
Total quantities corrected to date	429,065	105. 594	11,469	417	27,746
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUN 22 1960
FOR FILING

F 3-6(1)

5347

A

June 21, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 16, 1960, on Contract No. 5347, Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Section, in Malheur County, in connection with Federal Aid Project No. F-326(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

James A. Hardie
Assistant Office Engineer

DBP:bb

cc: Clarence G. Swenson

RECEIVED
JUN - 8 1960
FOR FILING
T 3[illegible]
5347

June 8, 1960

Clarence Braden Construction Co.
22 West Alder Street
Walla Walla, Wn.

Attention: Mr. Clarence Braden

Gentlemen:

This is to acknowledge your letter of June 6 concerning a pending settlement with Konen Construction Company on Contract No. 5347. We hope that the matter can be satisfactorily settled within a reasonable time.

Concerning the amount of your bid on the Cummings Pass-Fossil Project, on which bids were received June 1, we reviewed the tabulation in your proposal and find that the coreect total should have been $602,473.25. This is assuming that Item 3 was intended to be 49 cents instead of $49.00; a correction in the extension on Item 25 from $92,025 to $92,125; and a correction in the extension on Item 28 to $11.25 inasmuch as the unit was shown as $2.50. Apparently the unit price on Item 28 was intended to be $250.00.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

FQ:fp

Clarence Braden Construction Co.

Walla Walla, Washington
22 West Alder Street

June 6, 1960

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

Thank you very much for the copy of your letter addressed to Paul C. Keeton, a Lewiston attorney, regarding our pending settlement with Konen Construction Company.

I am pleased that I had the opportunity to discuss this situation with you on my recent visit to Salem. The amount in dispute is due to a shortgage of 12,359 tons of crushed aggregate on the east section of the Gwynn Undercrossing-Jonesboro Section & Tunnel-Namorf Section, contract #5347. As discussed with you, the shortage was trucked from the extreme west end of the second section. I believe I left with you a copy of our charges to Konen Construction for the long haul.

On June 1st we submitted a bid for the Cummings Pass-Fossil grading and oiling project in the amount of $603,487.00. The tabulation just received lists our bid as $1,251,091.55. I call this to your attention thinking that you will probably want to trace this error.

Al
please check this
76

Yours truly,

Clarence Braden Construction Co.

By: Clarence Braden
Owner

CB:ew

RECEIVED
JUN 7 1960

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RECEIVED
JUN 2 1960

FOR FILING
F-326(6)

5347

June 1, 1960

Mr. Paul C. Keeton
Suite 1, Porter Block
Lewiston, Idaho

Dear Mr. Keeton:

Your letter of May 27, addressed to the Chief Engineer of the Oregon State Highway Department, concerning a disputed claim by J. F. Konen Construction Company, sub-contractor, in the amount of $21,523.74, against Twin City Construction Company and Clarence Braden, principal contractor, has been referred to this office for reply.

Contract 5347 awarded to Twin City Construction Company and Clarence Braden for work on the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway, in Malheur County, has not yet been completed. The U.S. Fidelity and Guaranty Company, c/o Paul F. Nolan Agency, Portland Trust Building, Portland, furnished the performance bond on this contract, which bond is given to assure completion of the contract and payment on all bills incurred in it.

If you wish to protect the claim of your client under the bond for a period longer than six months following acceptance of the contract by the State Highway Commission, you should file the claim with the Secretary of State. As you may not be familiar with Oregon law in this instance we have attached an excerpt from the Oregon law outlining the procedure for filing the claim. Because of a Supreme Court ruling made in Oregon a few years ago we have been instructed by our Chief Counsel to not withhold payments on contracts unless requested to do so by the surety or upon special request within our own department.

Very truly yours,

NOTED ON CARD
dc

Secretary
OREGON STATE HIGHWAY COMMISSION

Att:
FQ:rj
cc: Donald J. Konen, Vice President, J. F. Konen Construction Co., Inc.
U.S. Fidelity and Guaranty Company, Portland
Twin City Construction Co. and Clarence Braden, Pasco, Washington

Law Offices of
Paul C. Keeton
SUITE 1, PORTER BLOCK
Lewiston, Idaho

27 May 1960

Chief Engineer
State Highway Department
Salem, Oregon

RE: State Highway Contract No. 5347 - J. F. Konen Construction Company and Clarence Braden Construction Company - Disputed Claims

Dear Sir:

Mr. Donald J. Konen, vice president of J. F. Konen Construction Company, Inc., has been attempting to settle the many differences with the Clarence Braden Construction Company involved in the above numbered contract. They have apparently come to an impasse, with Mr. Konen claiming $21,523.74 and Clarence Braden Construction Company claiming offsets and offering a much lesser amount.

Mr. Konen has asked me to give your office notice of the fact that this disputed claim exists and that no final payment should be made on the job or Braden's bonds released until such time as this dispute is settled. J. F. Konen Construction Company intends to bring suit against Braden Construction Company if this matter can not be settled amicably.

Please be advised that there is a retained percentage due J. F. Konen Construction Company in the amount of $8,891.30 upon which there is no dispute between the parties. The difference between this figure and $21,523.74 is the amount which is being disputed by these parties.

Yours truly,

Paul C. Keeton

K:b
Via Airmail

CC: Donald J. Konen

RECEIVED
MAY 31 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 31 1960
OREGON
STATE HIGHWAY COMMISSION

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FOR FILING
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 8, 1960

RAILROAD COMPANIES
FILE No. 1259

5347 Earl Saling
To: Right of Way Office Manager
Office

SUBJECT: File No. R-28790
O-WRR & N Co.
Tunnel-Mamorf Section
Central Oregon Highway

Herewith I hand you the above titled file to which there is attached original copy of agreement between Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee; the State Highway Commission; and Malheur County relative to encroachments on the above titled project. The file includes multilithed copies of the agreement. After processing by you, please return the executed copy to Mr. Floyd Query for his files.

It should be noted that a consideration of $50.00 is to be paid.

Distribution of copies of the instrument have been made as indicated below.

J. W. DeSOUZA
Assistant Counsel

JWD:ks
att.

cc: Floyd Query
G. S. Paxson - with agreement
Tom Edwards - " "
R. L. Porter - " "
A. F. Parson - " "

RECEIVED
APR - 8 1960
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

RECEIVED
DEC 11 1959
FOR FILING

32616)

5347

December 10, 1959

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. Lotus M. Conser
Manager

Gentlemen:

We have received notification, dated December 8, 1959, from the Secretary of State informing us that the claim of E. H. Kidwell, Pasco, Wn., in the amount of $3,427.73 against Twin City Construction Co. and Clarence Braden has now been filed in his office, his file No. 3675. This is in connection with our Contract No. 5347.

A description of this claim was outlined to you in our letter of December 7.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
dc

STATE OF OREGON
DEPARTMENT OF STATE
SALEM, OREGON

HOWELL APPLING, JR.
SECRETARY OF STATE

December 8, 1959

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

We have received from Oregon State Highway Commission, and filed as of this date, a notice of claim by E. H. Kidwell, Pasco, Washington, for the lease of two trucks in the amount of $3,427.73 against the bond taken from Twin City Construction Company and U. S. Fidelity and Guaranty Co., surety, for the work of new road construction near Vale, Oregon being Vale no. 5347.

We are enclosing three copies of the claim for your information and files.

Kindly acknowledge receipt of the copies on the enclosed carbon copy.

Sincerely,

HOWELL APPLING, JR.
Secretary of State
By Geo C Stephens
Public Records Section

GS:FK
Enc.

RECEIVED
DEC 10 1959
OREGON
STATE HIGHWAY COMMISSION

TO: STATE OF OREGON HIGHWAY DEPARTMENT

NOTICE IS HEREBY GIVEN that the undersigned E. H. Kidwell, has a claim for the lease of two trucks in the amount of $3427.73 against the bond taken from Twin City Construction Company and U. S. Fidelity and Guaranty Co., surety, for the work of new road construction near Vale, Oregon being Vale no. 5347.

Dated Dec.5,1959

E H Kidwell

E. H. Kidwell

File #3675

FILED
DEC 8 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

December 7, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $3,427.73, received from Cunha & Mosgrove, attorneys at Pendleton, on behalf of E. H. Kidwell, Pasco, Wn., for the lease of two trucks furnished to Twin City Const. Co. and Clarence Braden. This appears to be in connection with State Highway Contract No. 5347 for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central OregonHighway in Malheur County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

File #3675

FILED
DEC 8 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

RECEIVED
DEC - 8 1959
HOWELL APPLING, JR.
SECRETARY OF STATE

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DEC - 8 1959
FOR FILING

F [illegible]

5347

December 7, 1959

Hon. Howell Appling, Jr.
Secretary of State
Salem, Oregon

Attention: Mr. George C. Stephens

Dear Sir:

Attached is a claim for filing in the amount of $3,427.73, received from Cunha & Mosgrove, attorneys at Pendleton, on behalf of E. H. Kidwell, Pacso, Wn., for the lease of two trucks furnished to Twin City Const. Co. and Clarence Braden. This appears to be in connection with State Highway Contract No. 5347 for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

Please acknowledge receipt of this claim on the enclosed copy of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

RECEIVED
DEC - 8 1959
FOR FILING

F-32(4)

5347

December 7, 1959

U. S. Fidelity & Guaranty Co.
201 Portland Trust Bldg.
Portland, Oregon

Attention: Mr. Lotus M. Conser
Manager

Gentlemen:

A letter, dated December 5, with a claim attached has been received from Cunha & Musgrove, attorneys in Pendleton, on behalf of E. H. Kidwell, Pasco, Wn., advising that Twin City Const. Co. and Clarence Braden owe them for the lease of two trucks in the amount of $3,427.73. This appears to be in connection with our Contract No. 5347 for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

This claim has been forwarded to the Secretary of State for filing. Attached is a copy of the claim.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CC:
Edward C. Sipe
c/o Paul F. Nolan Agency
Portland Trust Bldg.
Portland, Oregon

NOTED ON CARD
dc

Twin City Const. Co. and Clarence Braden
404 - 7th St.
Pasco, Wn.

Commissioners, W. C. Williams, Forrest Cooper

CWH:fp

RECEIVED
DEC - 8 1959
FOR FILING
[illegible]
5347

December 7, 1959

Cunha & Mosgrove
Attorneys at Law
P. O. Box 806
Pendleton, Oregon

Attention: Mr. Thomas M. Mosgrove

Gentlemen:

This is to acknowledge receipt of your letter of December 5 and the attached claim of your client, E. H. Kidwell, Pasco, Wn., in the amount of $3,427.73, for the lease of two trucks furnished to Twin City Const. Co. and Clarence Braden. This appears to be State Highway Contract N . 5347 for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

So that there will be no misinterpretation of the law, we are forwarding this claim to the Secretary of State for filing. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Mr. E. H. Kidwell
P. O. Box 588
Pasco, Washington

NOTED ON CARD
dc

CUNHA & MOSGROVE
ATTORNEYS AT LAW
316 TITLE INSURANCE BUILDING
POST OFFICE BOX 806
PENDLETON, OREGON

ALFRED F. CUNHA
THOMAS M. MOSGROVE

TELEPHONE
CRestview 6-7511

Dece mber 5,1959

State of Oregon
State Highway Department
Salem, Oregon

Att: H.B. Glaisyer, Sec.

Gentlemen:

Kidwell Enclosed herewith you sill find a notice fo claim of E.H.Kidder againtt the bond of Twin Cities Construction Co. on the Highway Commissi n contract ,Vale#5377 ~~3427~~. We do not have available the name of the bonding Co. for inserction in the cailm, and would appreciate your office filling that in.

Any further correspondence with regard to this matter should be directed to Mr. Kidder Kidwell at P.O. Box 588, Pasco, Washington.

I trust that you find this satisfactory and that the same will be filed upon the date of receipt thereof by your office.

Yours Truly,

Thomas M Mosgrove

RECEIVED
DEC 7 1959
OREGON
STATE HIGHWAY COMMISSION

TO: STATE OF OREGON HIGHWAY DEPARTMENT

NOTICE IS HEREBY GIVEN that the undersigned E. H. Kidwell, has a claim for the lease of two trucks in the amount of $3427.73 against the bond taken from Twin City Construction Company and U. S. Fidelity and Guaranty Co. , surety, for the work of new road construction near Vale, Oregon being Vale no. 5347.

Dated Dec.5,195[illegible]

EH Kidwell
E. H. Kidwell

RECEIVED
DEC - [illegible] 1959
FOR FILING
F-326 (6)

5347

A

UNITED STATES FIDELITY AND GUARANTY COMPANY
JOHN R. JOHNSTON, MANAGER
340 CENTRAL BUILDING
SEATTLE 4, WASHINGTON
TELEPHONE: MAIN 2-7772

JOHN D. WALKER
ASSISTANT MANAGER

CARL F. BUNJE
SUPT. OF CLAIMS

December 4, 1959

Mr. Floyd Query, Secretary
State of Oregon
State Highway Department
Salem, Oregon

Dear Bill:

RE: State Highway Contract #5347
Contractor: Twin City Construction Company
and Clarence Braden

Your letter of December 1, 1959, reciting an unpaid bill by Kidwell Oil of Pasco, Washington, has reached this office, as the bond was authorized from here. Thank you for the notice of claim filed.

I am providing your letter to our Claim Department for any activity that may seem indicated. If further correspondence to us on this case is required, please address it directly to the Seattle Branch Office as above.

Very truly yours,

George H. Mayes, Superintendent
Fidelity-Surety-Burglary
Department

GHM:sp

Dorothy
please note
C.H.

NOTED
FLOYD QUERY
NOTED
C. W. HEAD

RECEIVED
[illegible] 1959
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Ac

SEATTLE 4 (8-59)

RECEIVED
DEC - 2 1959
FOR FILING

5347

December 1, 1959

U. S. Fidelity & Guaranty Co.
201 Portland Trust Building
Portland, Oregon

Attention: Mr. Lotus McConser
Manager

Gentlemen:

A letter, dated November 19, has been received from Kidwell Oil, 1316 South Ninth, Pasco, Wn., stating that they have not been paid for work performed last summer on State Highway Contract No. 5347 (amount not stated). This appears to be in connection with Twin City Construction Co. and Clarence Braden contract for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Edward C. Stipe
La Grande, Oregon

Twin City Construction Co. and
Clarence Braden
404 - 7th Street
Pasco, Wn.

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

CWH:fp

RECEIVED
DEC - 2 1959
FOR FILING
[illegible]

5347

December 1, 1959

Kidwell Oil
1316 South Ninth
Pasco, Washington

Attention: Mr. E. H. Kidwell

Gentlemen:

This is to acknowledge receipt of your letter of Nov. 19 which was addressed to the Public Utility Commission, stating that you have not been paid for work performed last summer on State Highway Contract No. 5347.

Our records indicate that State Highway Contract No. 5347 is being performed by Twin City Construction Co. and Clarence Braden, Pasco, for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County. Our Construction Division informs us that this project is approximately 93 per cent complete.

The U. S. Fidelity and Guaranty Co., through Edward C. Stipe, LaGrande, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon laws outlining the filing procedure. In the interim, this information will be noted in our records and we will advise the surety and the contractor that it has been received.

Attached is a copy of the 1959 equipment rental rates. This listing will give you the information which you requested pertaining to the hourly rates on dump trucks.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

NOTED ON CARD
dc

Enc.

CWH:fp

CC: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

PUBLIC UTILITY COMMISSIONER
SALEM, OREGON

November 23, 1959

In Reply Please Refer to File No.

Mr. E. H. Kidwell
Kidwell Oil Co.
1316 So. Ninth
Pasco, Washington

Dear Mr. Kidwell:

Please be advised that the Public Utility Commissioner maintains no jurisdiction over rentals, rates and charges of sand and gravel trucks.

You may secure a P.U.C. permit at our Pendleton office for operation of these trucks in Oregon.

Further, we are referring your letter to Mr. Floyd Query, Secretary of the Highway Commission so that he can answer your inquiries relative to paragraphs one and five.

Very truly yours,

JONEL C. HILL, Commissioner

By James E. Singleton
Director of Transportation

RCB:ieg

Letter attached
[illegible], this looks like a regular claim
but can probably provide rental rates
requested
FE

COPY

NOTED
C. W. HEAD

P. O. BOX 588

PHONE LI 7-5509

KIDWELL OIL

1316 SOUTH NINTH
PASCO, WASHINGTON

November 19, 1959.

RCB/7.

State of Oregon
Public Utility Commission
Salem, Oregon

12-1-59

Dear Sirs

I Worked on State of Oregon Highway Construction last summer #5347 job for which I haven't been payed.

What is the hourly rate for rental on 11-12 yard gravel trucks filed by the State of Oregon commission?

How do I file through your Commission for an uncontracted haul?

Will you please send me the method of collection I should follow and any forms that I should use to get my money. Your prompt reply will be appreciated.

Your truly

E.H. Kidwell

E. H. Kidwell

EHK:hk

P.S. What are filed rate on 3 axle end dumps, + 15 yard belly dumps?
EHK.

RECEIVED
[illegible] 59
FOR FILING
F 326(6)

5347

A

P. O. BOX 288

PHONE LI 7-5509

KIDWELL OIL

1316 SOUTH NINTH
PASCO, WASHINGTON

December 1, 1959

Mr. Floyd Query
Secretary of the Highway Commission
Salem, Oregon

Subject; Unpaid Balance for materials and labor.

Dear Mr. Query

I worked on State of Oregon Highway construction last summer Vale #5347 for which I havn't Been payed in full. The unpaid ballance is $3427 they have not made any settlement. ✓

We had two trucks rented to Ole Homme. Ole Homme was a sub-contracter of Clarence Braden Construction Co. ✓

Will you please send me the method of collection Ishould follow and any forms that I should use to to get my money. Your Prompt reply will be appreciated

Yours truly

Kidwell Oil

E H Kidwell

E. H. Kidwell

Sent letter to Kidwell on Dec. 1st 1959 re-claim, giving him info on filing procedure and status of job –
C.W.H.

RECEIVED
DEC 3 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
- 1959
FOR FILING
F 326(6)

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

5347 Section **Gwynn U'Xing-Jonesboro** Highway **Central Oregon**

County **Malheur** MP______ to MP_______ Contractor **Twin City Const. & C. Braden**

Resident Engineer **B. Cameron** Inspector__________

Date Completed **October, 1959** Date Reported **November 4, 1959**

Type and Thickness of Wearing Surface **3½" B** A. C.____Oil Mat__________Seal.

N, S, (E) W from MP or Sta. 319+00

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Test Run On Base	Test Run On Seal
1	750	88	88	x		
2	1500	166	78	x		
3	2250	242	76	x		
4	3000	325	83	x		
5	3750	405	80	x		
6	4500	498	93	x		

Average Roughness Per Mile 83"

N, S, E, (W) from MP or Sta. 638+00

Mile	Wheel Count	Roughness Total	Roughness Per Mile	Test Run On Top	Test Run On Base	Test Run On Seal
1	750	114	114	x		
2	1500	212	98	x		
3	2250	314	102	x		
4	3000	401	87	x		
5	3750	498	97	x		
6	4500	582	84	x		

Average Roughness Per Mile 97"

Remarks:

To 75 - Good
75-100 - Fair
Over 100 - Poor

CC: Deputy Highway Engineer ✓
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mal Jacobsen
Operator

RECEIVED
59

FOR FILING

5347

OREGON STATE HIGHWAY DEPARTMENT
STANDARD ROAD ROUGHNESS INDICATOR REPORT

Construction Division

Section Tunnel-Hamorf Highway Central Oregon

County Malheur MP ______ to MP ______ Contractor Twin City Construction Co.

Resident Engineer ____________ Inspector ____________

Date Completed October, 1959 Date Reported Oct. 14, 1959

Type and Thickness of Wearing Surface 3½" B A. C. ___ Oil Mat ________ Seal.

N, S, (E) W from MP or Sta. 1086+00

Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal
1	750	97	97	x		
2	1500	190	93	x		
3	2250	290	100	x		
4	3000	379	89	x		
5	3750					
6	4500					

Average Roughness Per Mile 95"

N, S, E, W from MP or Sta. ________

Mile	Wheel Count	Roughness		Test Run On		
		Total	Per Mile	Top	Base	Seal
1	750	97	97			
2	1500	181	84			
3	2250	268	87			
4	3000	351	83			
5	3750					
6	4500					

Average Roughness Per Mile 88"

Remarks: Has sporadic ridged, washboard effect with test vehicle 3/4 ton P.U.

To 75	- Good
75-100	- Fair
Over 100	- Poor

CC: Deputy Highway Engineer
Construction Engineer
Division Engineer
Resident Engineer
Laboratory
Bureau of Public Roads

Mel Jacobsen
Operator

NOTED
FORREST COOPER

RECEIVED
SEP 25 1959

FOR FILING

[illegible]

5 47

September 25, 1959

Twin City Construction Co., and
Clarence Braden
104 7th Street
Pasco, Washington

Gentlemen:

The State Highway Commission at its meeting held on September 24, 1959, had under discussion your request for an extension of time for additional workdays from 130 workdays to 162 workdays within which to complete your contract #5347 for structures-grading-paving the Gwynn Undercrossing-Jonesboro Section and the Tunnel-Namorf Section of Central Oregon Highway in Malheur County.

We are pleased to inform you that the Highway Commission granted you 32 additional workdays. The Commission's action was based upon the recommendation of the State Highway Engineer, whose report on the subject considered, but did not necessarily adopt, any of the reasons given by you for the failure to complete the project within the specified time limit.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc
cc: A. F. Parson
R. H. Cameron
Tom Edwards

NOTED ON CARD
dc

RECEIVED
OREGON
WASHINGTON 11 1959

~~FOR FILING~~
F-326(6)

5347

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

When replying, refer to:
08-39.6-DA

408 State Highway Building
Salem, Oregon

September 10, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Gwynn-Jonesboro and Tunnel-
Namorf Sections
Central Oregon Highway

Dear Sir:

We have reviewed the statements set forth by the contractor in requesting an increase in workday count from 130 days to 162 days. The reasons stated justify the increase of 32 days.

We concur in your recommendation for the workday count increase.

Very truly yours,

C. C. Polk
Division Engineer

Porter
EdW

A

RECEIVED
SEP - 4 1959
FOR FILING
F [illegible]

5317

September 4, 1959

Oregon State Highway Commission

Request for extension of time
No. 4
September 24-25, 1959 meeting

Gentlemen:

The contractor on the Ogwyn-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway, Contract No. 5317, has requested an increase in the workday count from 130 days to 162 days within which to complete the contract without assessment of liquidated damages.

This request for increase of workday count is based on an increase in excavation quantities over the contract amount and upon lost time due to delay in the structural portions of the job because of the pile drivers' strike of this year.

It is recommended that the contractor be allowed an additional 24 days based on increased excavation quantities and an additional eight days due to structural delays because of the recent strike. The time limit set up in the contract of 130 days would therefore be extended to 162 days.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

Forrest Cooper
Acting State Highway Engineer

Encl.

cc Mr. Tom Edwards

EAP:jk fn

RECEIVED
AUG 5 - 1959

FOR FILING

F-326(6)

5347

Salem, Oregon
August 5, 1959

File No. 28790
OWRR & N Co.
Tunnel-Namorf Section
Central Oregon Highway

Mr. J. W. DeSouza
Assistant Counsel
Office

Attached are three copies of an agreement with the Oregon Washington Railroad and Navigation Company and Malheur County and the State of Oregon relative to easements on the Tunnel-Namorf Section of the Central Oregon Highway in Malheur County. These copies have now been signed by the State Highway Commission and Malheur County and are ready for the signatures of the Officials of the Railroad Company;

Please return one fully executed copy to this office for the Commission's files.

Secretary

FORM E-30 50M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1959

SUBJECT: File No. 23790
O.W.R.R. & N Co.
Tunnel-Namorf Section
Central Oregon Highway

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Office

Herewith I hand you, for execution by the State Highway Commission, three counterpart copies of agreement between Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, and the State Highway Commission and Malheur County relative to easements on the above titled project.

After execution by the State Highway Commission, please return all three copies direct to me for further handling.

J W DeSouza
J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: G. S. Paxson

AUTHORIZED BY HIGHWAY COMMISSION
DATE Contract 5347 covers this project (about 50% complete)
Floyd Query
Secretary

RECEIVED
FORM E-30X—30M—2-59

F 306.61)

2341

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 24, 1959

SUBJECT: File No. 28790
OWRR & N Co.
Tunnel-Numerf Section
Central Oregon Highway

To: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Office

Herewith I hand you, for execution by the State Highway Commission, three counterpart copies of agreement between Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, and the State Highway Commission and Malheur County relative to easements on the above titled project.

After execution by the State Highway Commission, please return all three copies direct to me for further handling.

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: G. S. Paxson

NOTED
G. S. PAXSON

FORM E-123-X 50M 2-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
FOR FILING

July 13, 1959

Honorable G. W. Chester
County Judge
Malheur County Court House
Vale, Oregon

Re: File No. 28790
OWRR & N Co.
Tunnel-Numerf Section
Central Oregon Highway

Dear Sir:

On June 22, 1959, I wrote to you sending you three copies of proposed agreement between Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, County of Malheur and State of Oregon, covering additional right of way on the Central-Oregon Highway near Namorf. This communication particularly requested that all three copies be executed by Malheur County and returned direct to me for further handling.

We now have received two copies of the agreement executed by Malheur County, but the third copy has not been returned.

It is requested that this third copy be returned to me so that all three copies may be executed by the State Highway Commission and forwarded to the railroad companies for execution. As stated to you Union Pacific Railroad Company, in accordance with communication from G. W. Baker, Superintendent, will send to you one fully executed copy after execution by the railroad companies. Your attention is called to the fact that this should be placed of record in the Malheur County Deed Records and that we be advised of the record reference.

In your reply please refer to file No. R-28790.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

NOTED
G. S. PAXSON

JWD/ks
cc: G. S. Paxson
W. C. Williams

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
JUL 13 1959

FOR FILING

F-326(3)

5347

Salem, Oregon
July 10, 1959

Contract No. 5347

Mr. J. W. DeSouza

Some time ago, copies of the agreement between the State and the Union Pacific Railroad Company covering encroachments near Namorf in Malheur County were sent to Malheur County as it was a party to the original agreement. The County has now returned only two copies, the State's and the Railroad's. The one which Malheur County retained has not been signed by either the Highway Commission or the Railroad Company, and I presume it should be requested to return the agreement to us so that it may be completed.

G. S. Paxson

Attach.
GSP:gm
cc Mr. W. C. Williams

RECEIVED
JUL - 8 1959
FOR FILING

5347

July 6, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 6 covering permanent signing on the Ogynn U'xing-Jonesboro & Tunnel-Namorf Section of the Central Oregon Highway in Malheur County, Contract No. 5347, in connection with Federal Aid Project No. F-326(6).

This work is necessary for the direction and guidance of traffic. It was not included in the contract items or Special Provisions of the contract.

This signing is that ordinarily done by State forces and does not include warning signs, lights and barricades required of the contractor. This order does not relieve the contractor of his responsibility of furnishing signs, etc., for the protection of traffic and workmen.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

RECEIVED
JUL - 1 1959
FOR FILING
[illegible]
[illegible]

June 22, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 5 covering construction of an irrigation diversion box and the reinstallation of gate valve on the Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County, Contract No. 5347, in connection with Federal Aid Project No. F-326(6).

This work is necessary to replace irrigation facilities disturbed by construction. It was specified in the special provisions of the contract as extra work.

A sketch of the proposed diversion box is attached.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Asst. State Highway Engineer

DBP:bb

Enc.

[illegible]

A

RECEIVED
JUN 24 1959
FOR FILING

F 26(6)

3-47

FORM 2-128-X

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

June 22, 1959

Honorable G. W. Chester
County Judge
Malheur County Court House
Vale, Oregon

Re: File No. 28790
OWRR & N Co.
Tunnel-Namorf Section
Central Oregon Highway

Dear Mr. Chester:

Herewith I hand you three copies of proposed agreement between Oregon-Washington Railroad and Navigation Company, Union Pacific Company, Lessee, the County of Malheur and State of Oregon, by and through its State Highway Commission, covering additional right of way on the Central-Oregon Highway near Namorf.

The only reason that Malheur County has been made a party is to relieve the County from any obligations under prior agreements.

All three copies should be executed by Malheur County and returned direct to me for further handling. Mr. G. H. Baker, Supt., Union Pacific Railroad Company, advises that, after the agreements have been completed and fully executed, one counterpart will be returned to you. It is requested that at that time the agreement be placed of record and that we be advised of the recording reference.

In your reply please refer to file No. R-28790.

Yours very truly,

J. W. DeSOUZA
Assistant Counsel

JWD/ks
enc.

cc: G. S. Paxson

RECEIVED
JUN 18 1959
FOR FILING

F [illegible]

5347

Salem, Oregon
June 17, 1959

Agreement covering easements
on Gwynn Undercrossing

Mr. J. W. DeSousa

Herewith revised agreement covering easements on the Gwynn Undercrossing on the Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway, Malheur County.

If this meets with your approval, will you please forward the copies to the county for signature and, upon return, present to the Highway Commission.

GSP:gm
Attachs.

G. S. Paxson

cc Mr. W. C. Williams

RECEIVED
JUN 11 1959

FOR FILING
F-326(6)

5347

June 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 4 covering corrugated metal pipe bands installed as needed on the Gwynn U'King-Jonesboro and tunnel-Namorf Section of the Central Oregon Highway in Malheur County, Contract No. 5347, in connection with Federal Aid Project No. F-326(6).

The contract specifies corrugated metal pipe to be salvaged and reinstalled throughout the project. It will be necessary to replace some of the salvaged C.M.P. bands which will not meet the required specifications. Also, some additional bands will be needed to reinstall the salvaged pipe.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

RECEIVED
MAY 15 1959
FOR FILING

May 14, 1959

Mr. G. H. Baker
Superintendent
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Sir:

I am returning the draft, in triplicate, of Supplement No. 3 to the agreement for encroachment on the Union Pacific's right of way on the Tunnel-Namorf Section of the Central Oregon Highway in Baker County, which accompanied your letter of April 30.

We have been operating on this contract and on your right of way under a permit of easement granted November 1, 1958. In our contract for this work, copy of which was sent to Mr. Brown on November 30, we provided that the contractor should furnish the Railroad Company with insurance in the amount of $200,000/$500,000 for public liability and $200,000/$500,000 for property damage. The contractor has already furnished your company with insurance in accordance with his contract and in the amount listed above.

On page 3 of this supplement, however, the limits for public liability insurance are given as $100,000/$500,000. Since this insurance has already been furnished, it is requested that page 3 be rewritten to show the limits for public liability insurance as $200,000/$500,000.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
Attach.
cc Mr. W. C. Williams
Mr. J. W. DeSouza

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

APRIL 30, 1959

Mr. W. C. Williams,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Atten: Mr. G. S. Paxson,
Ass't. State Highway Engineer

Dear Sir:

Gwynn Undercrossing - Jonesboro Section and
Tunnel-Namorf Section, Central Oregon Highway

Attached in triplicate are signatory copies of Supplement Agreement No. 3 between the Railroads, Malheur County and the State of Oregon, granting the latter an additional easement at M. P. 51.86 near Namorf, Oregon. The original agreement granted the easements to Malheur County. However, since the rights of the County have been acquired by the State, the agreement also provides for eliminating the County from the basic agreement.

Since the work has been in progress on this section for some time and the agreement provides no effective date, we have taken the liberty of filling in the date of the agreement as October 23, 1958, that being the date of the agreement between the State and its Contractor.

Will you please review the document and if satisfactory arrange for execution on behalf of the Highway Commission and Malheur County, after which the three signatory counterparts should be returned to me for submission to my principals. When the agreement has been completed, fully-executed document will be returned to you for your records.

Yours very truly,

G. H. Baker

G. H. Baker
Superintendent

encs.

Cont # 5347

A

RECEIVED
MAY 25 1959
FOR FILING

F226(L)

5347

MISC. CONTRACTS and
AGREEMENTS No. 2093

Salem, Oregon
May 7, 1959

Mr. C. H. Maison
Auditor
Office

Attached is a conformed copy of an Assignment Agreement between the State Highway Commission, Cora Graham, dba Twin City Construction Co., Clarence Braden and the United States Fidelity and Guaranty Co. relative to the assignment of contract No. 5347.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and a fully executed copy has been sent to Cora Graham, Clarence Braden and the United States Fidelity & Guaranty Co.

Secretary

rn
Attach: 1

Clarence Braden Construction Co.

Walla Walla, Washington
22 West Alder Street

NOA
5-4-59
ok

April 30, 1959

Oregon State Highway Department
Salem, Oregon

Atten: Floyd Query, Secretary

Dear Mr. Query,

Enclosed is an original and 3 copies of Assignment Agreement. I very much appreciate your preparing this and surely feel it is proper to have it assigned at this time.

Thank you very much for taking care of this for me.

Yours very truly,

Clarence Braden
CLARENCE BRADEN

CB:ew

Encl.

A

RECEIVED
MAY 7 - 1959

FOR FILING

F-326(6)

5347

May 7, 1959

Cora Graham, dba
Twin City Construction Co.
22 West Alder Street
Walla Walla, Washington

Dear Madam:

We are enclosing for your records and files a fully executed copy of an Assignment Agreement between the State Highway Commission, Cora Graham, dba Twin City Construction Company, Clarence Braden and the United States Fidelity and Guaranty Company relative to the assignment of contract No. 5347.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

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RECEIVED
MAY 7 - 1959
FOR FILING

F 326(6)

[illegible]

May 7, 1959

Mr. Clarence Braden
22 West Alder Street
Walla Walla, Washington

Dear Sir:

We are enclosing for your records and files a fully executed copy of an Assignment Agreement between the State Highway Commission, Cora Graham, dba Twin City Construction Co., Clarence Braden and the United States Fidelity and Guaranty Company relative to the assignment of contract No. 5347.

As we do not have the address of the United States Fidelity and Guaranty Co. in Washington, we are enclosing a copy of the above agreement which we would appreciate you forwarding to them. Thank you.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc. 2

RECEIVED
APR 30 1959
FOR FILING

F 3[illegible] (c)

5347

April 29, 1959

Mr. C. G. Lisher
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

225

Dear Sir:

Receipt is acknowledged of your letter of April 14 concerning our encroachment on your property at your M.P. 51.86 near Nemorf, Oregon.

In your letter you make reference to a possible obligation of the State to procure from the Union Pacific Railroad Company an easement for the Vale Main Canal Diversion Dam Road under the railroad bridge. The State Highway Department did not reconstruct the road under this bridge. Our operations in this area were confined to the easement requested on encroachment Drawing 8B-10-17, dated August 1958, copy of which is enclosed. Under these circumstances, we do not believe it is obligatory for the State Highway Department to get an easement for the undercrossing and, in turn, transfer this easement to the users as we made no change in the existing roadway under your structure.

Our inquiry has determined that the access road underneath the north span of your Malheur River Bridge is under the jurisdiction of the Vale Irrigation District, Box 667, Vale, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

Enclosure

cc to: Mr. Forrest Cooper
Mr. G. S. Paxson
Mr. Tom Edwards
Mr. A. F. Parson

FBK:fp:ae

OREGON STATE HIGHWAY DEPARTMENT

Located Line

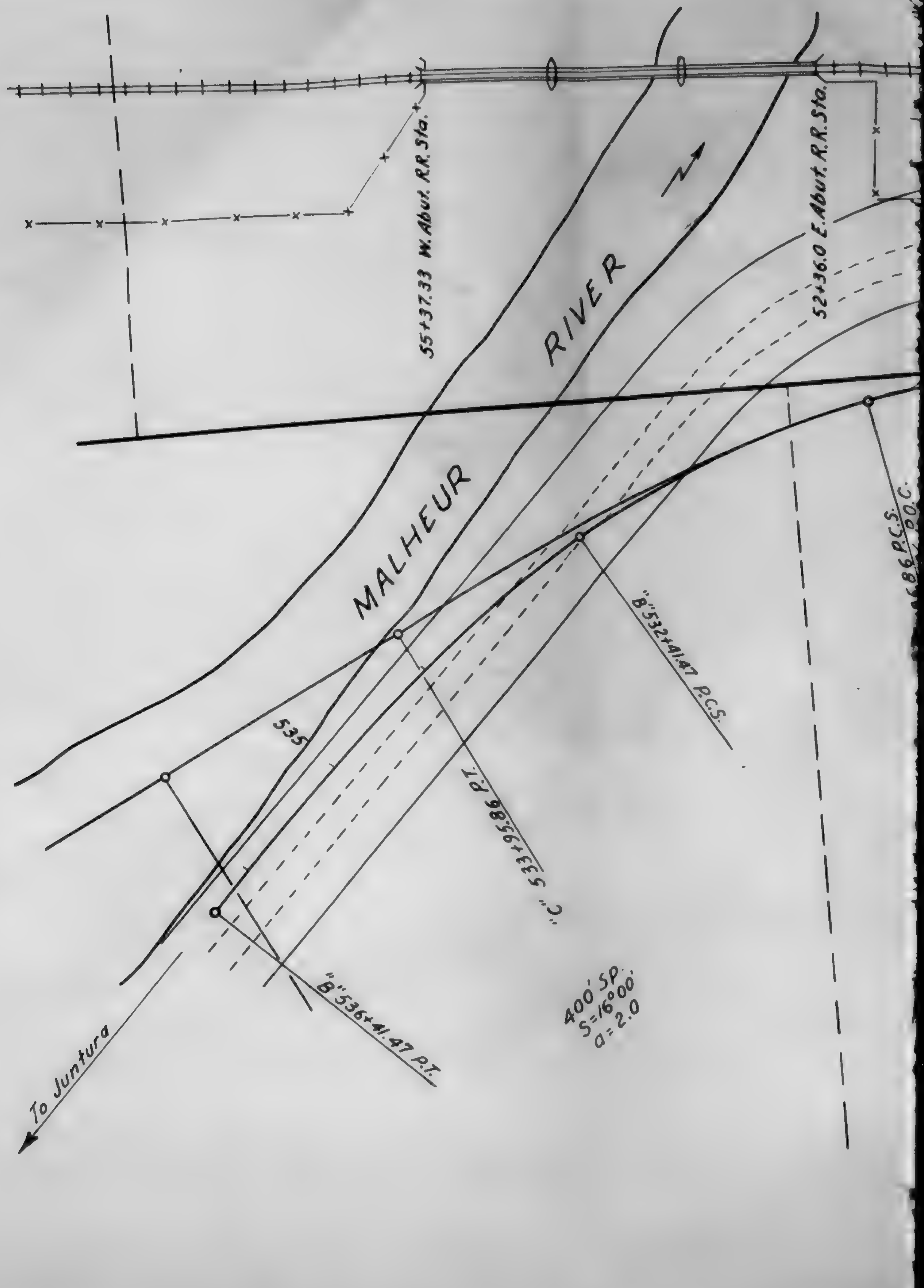
ENCROACHMENT ON O.W.R.R.&N.CO.
TUNNEL - NAMORF SECTION

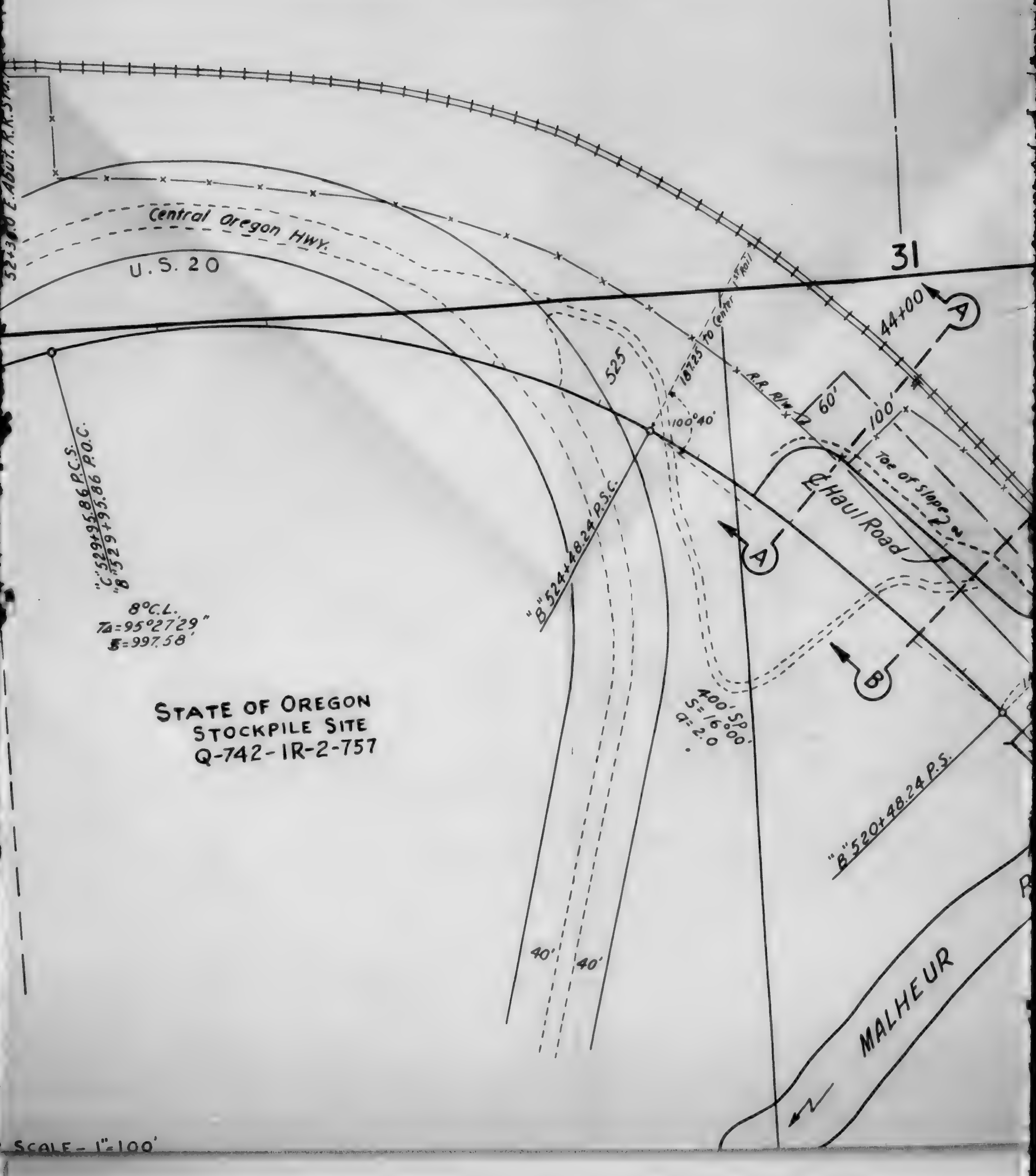
CENTRAL OREGON HIGHWAY

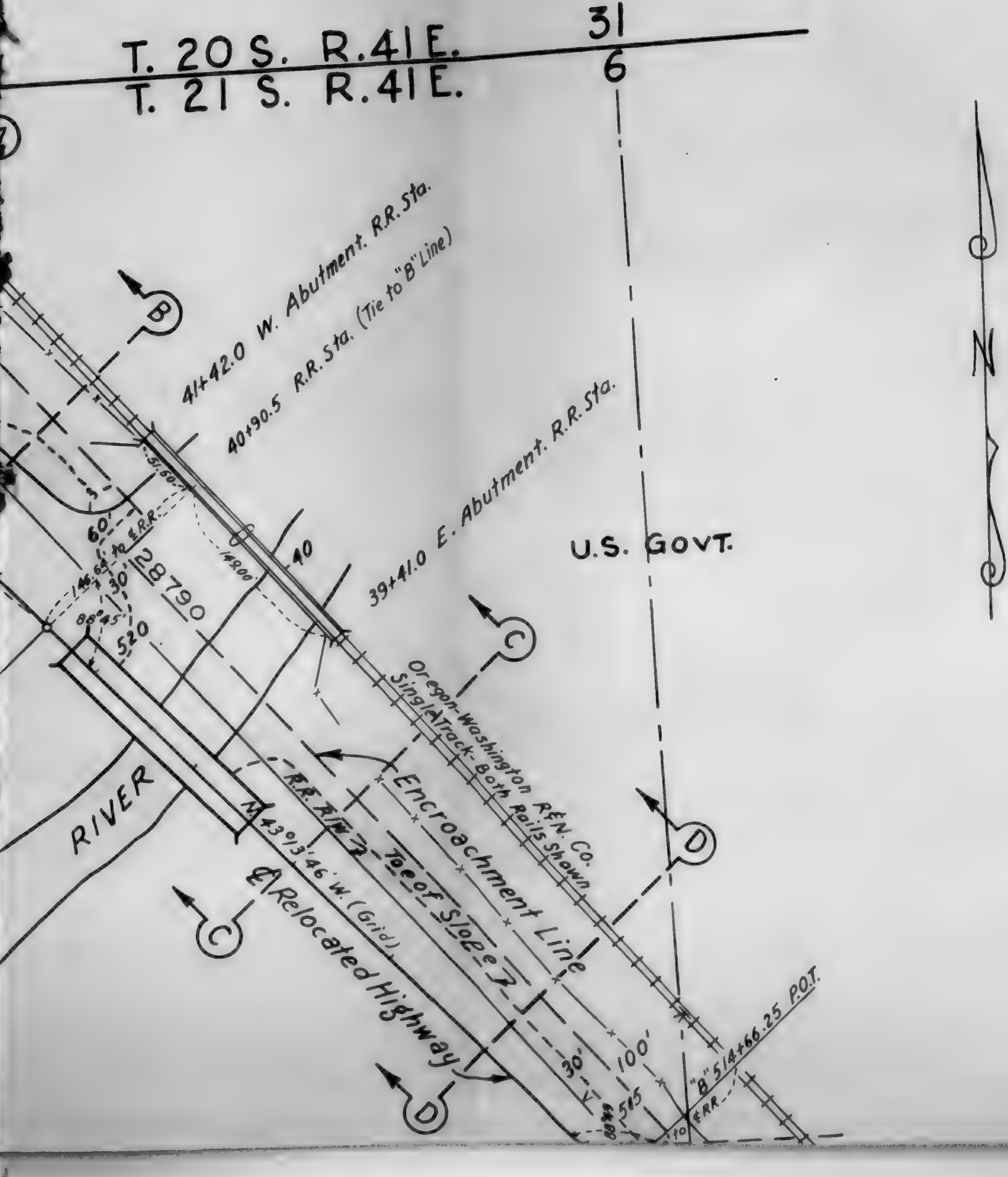
MALHEUR COUNTY

Scale 1" = 100'   Aug., 1958

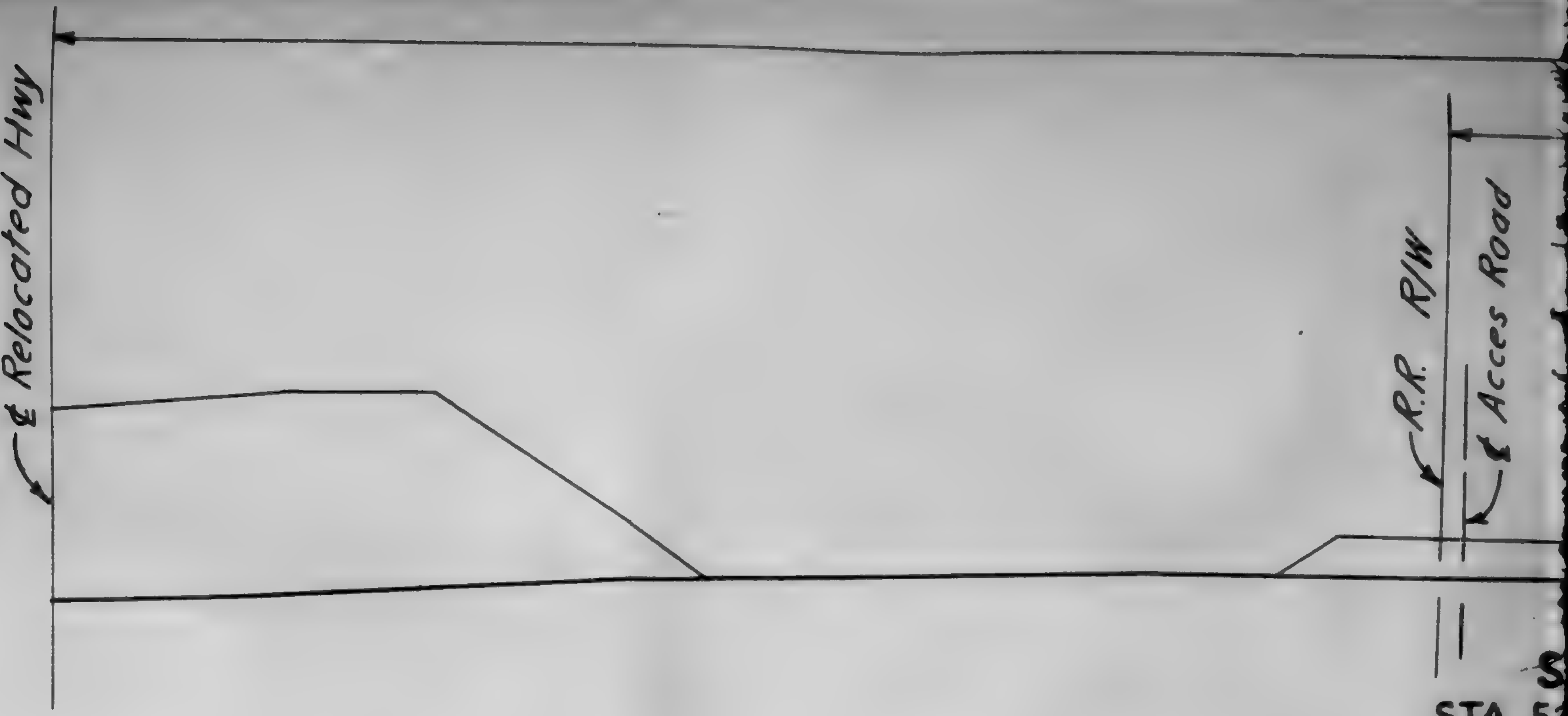
DWG. NO. 8B-10-17


55+37.33 W. Abut. R.R. Sta.
52+36.0 E. Abut. R.R. Sta.
N
MALHEUR
RIVER
535
"C" 533+95.86 P.T.
"B" 532+41.47 P.C.S.
86 P.C.S.
P.O.C.
"B" 536+41.47 P.T.
400' SP.
S=16°00'
a=2.0
To Juntura
MAP SCALE-


52+30.0 E. Abut. R.R. Sta.
Central Oregon Hwy.
U.S. 20
31
44+00
A
187.25 to Center 1st Rail
R.R. R/W
60'
100'
100°40'
525
Toe of Slope
℄ Haul Road
A
B
"C" 529+95.86 P.C.S.
"B" 529+95.86 P.O.C.
8°C.L.
Ta=95°27'29"
E=997.58'
"B" 524+48.24 P.S.C.
400' SP
S=16°00'
a=2.0
STATE OF OREGON
STOCKPILE SITE
Q-742-1R-2-757
"B" 520+48.24 P.S.
40'
40'
MALHEUR
R
SCALE - 1"=100'

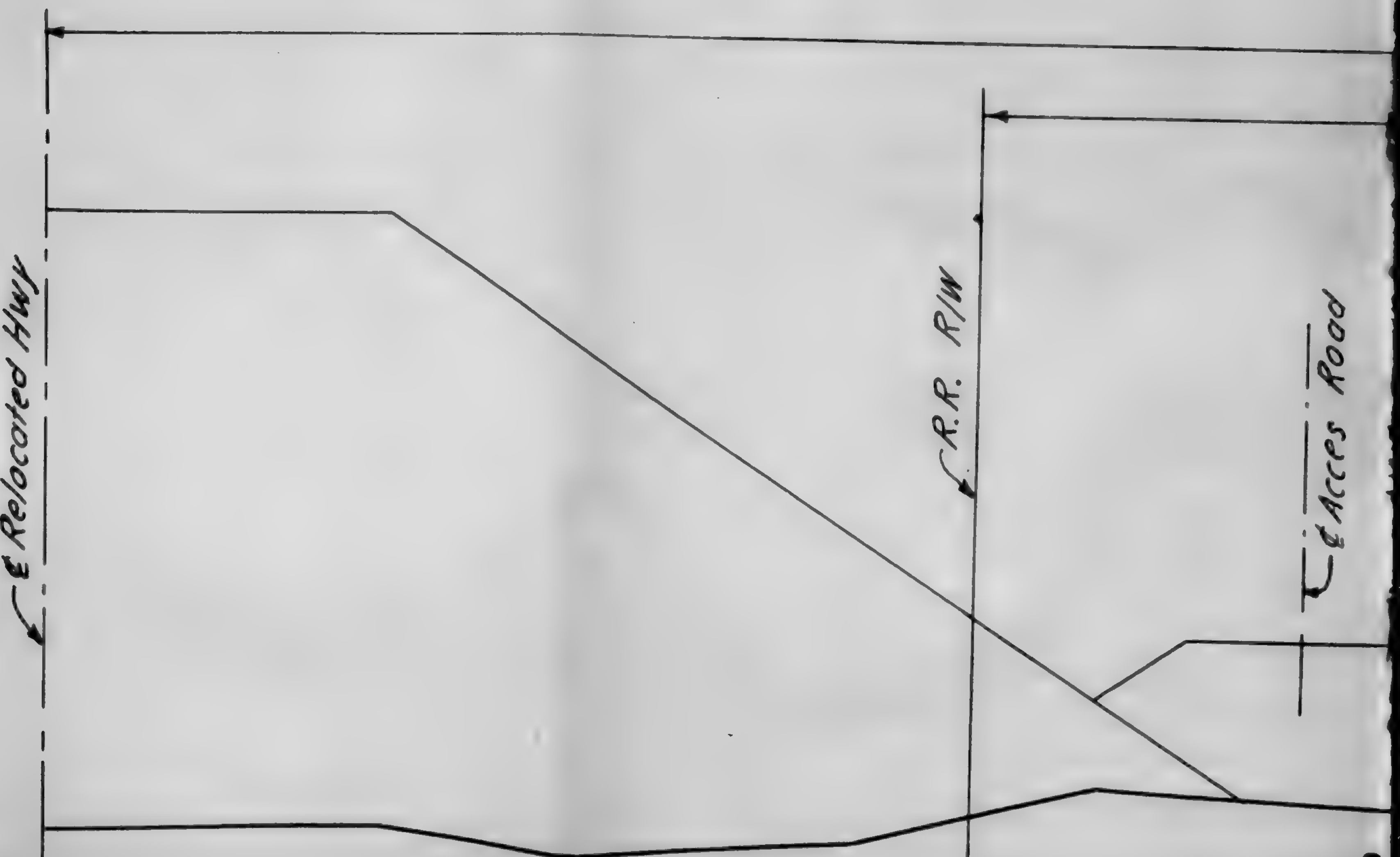

T. 20 S. R.41 E.
T. 21 S. R.41 E.
31
6
B
41+42.0 W. Abutment. R.R. Sta.
40+90.5 R.R. Sta. (Tie to "B" Line)
39+41.0 E. Abutment. R.R. Sta.
U.S. GOVT.
N
60'
30'
28790
520
40
C
Oregon-Washington R.&N. Co.
Single Track-Both Rails Shown
Encroachment Line
Toe of Slope
R.R. R/W
N 43°13'46" W. (Grid)
℄ Relocated Highway
RIVER
D
100'
30'
515
"B" 514+66.25 P.O.T.
℄ RR
10

See 8B-3-15 For R/W


℄ Relocated Hwy
R.R. R/W
℄ Acces Road

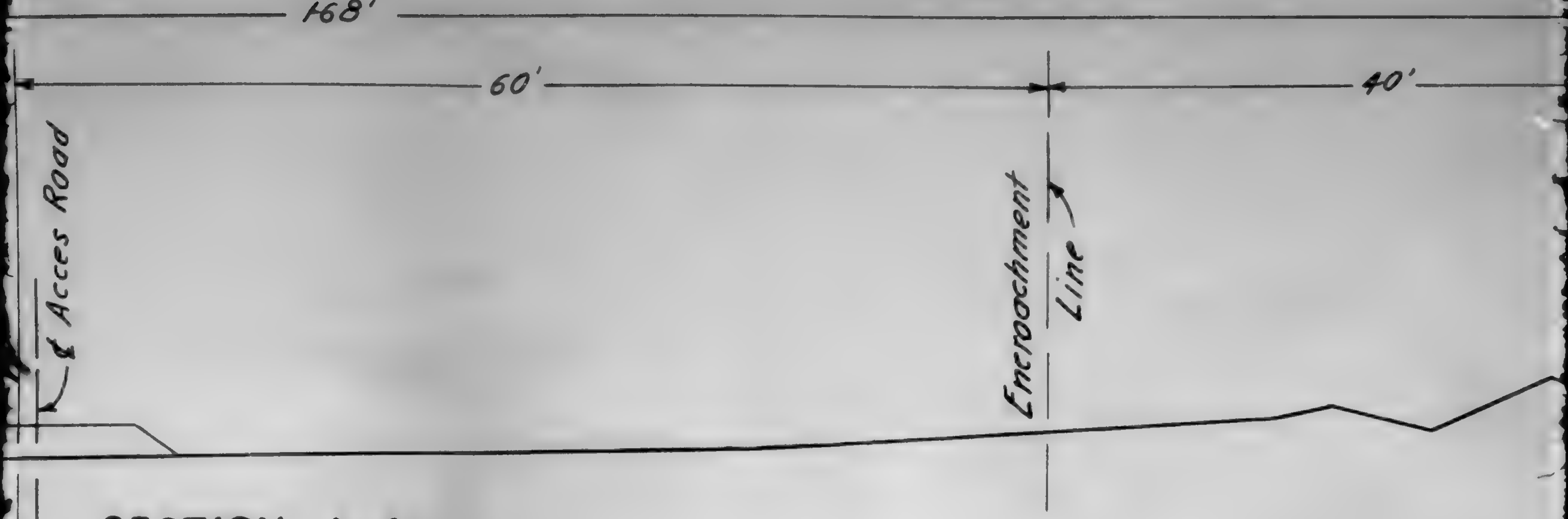
S

STA. 52

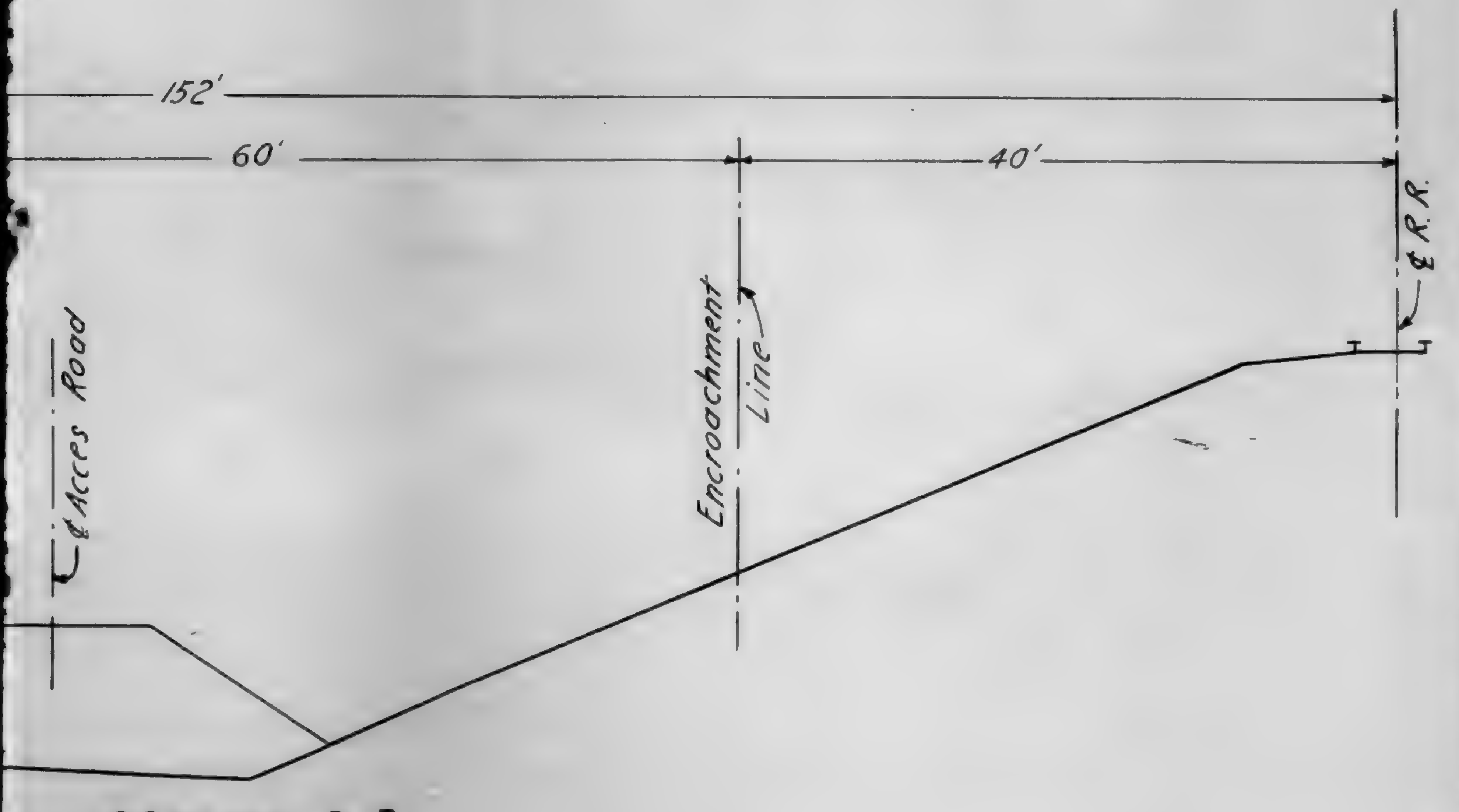

℄ Relocated Hwy
R.R. R/W
℄ Acces Road

S

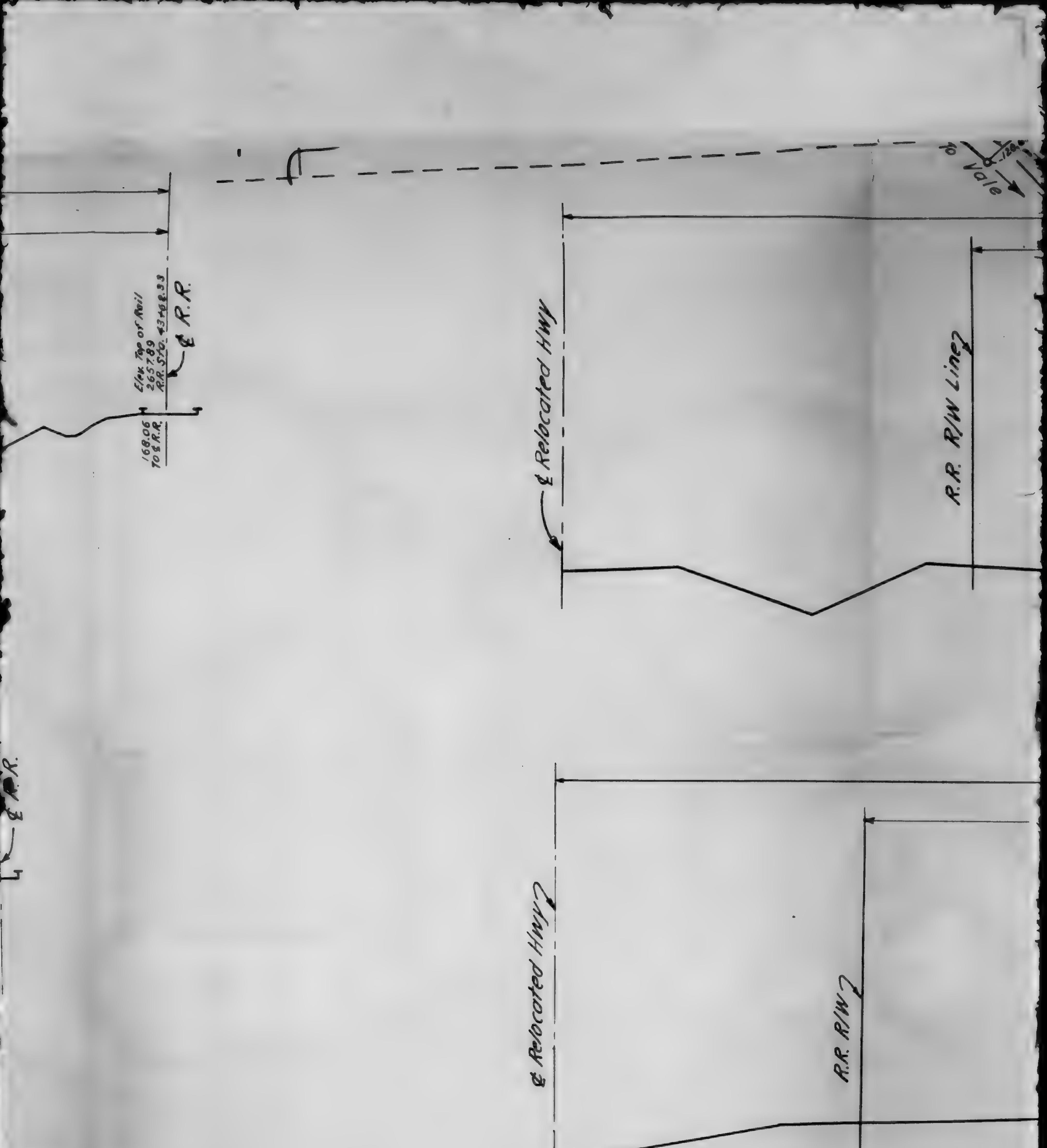
STA. 5

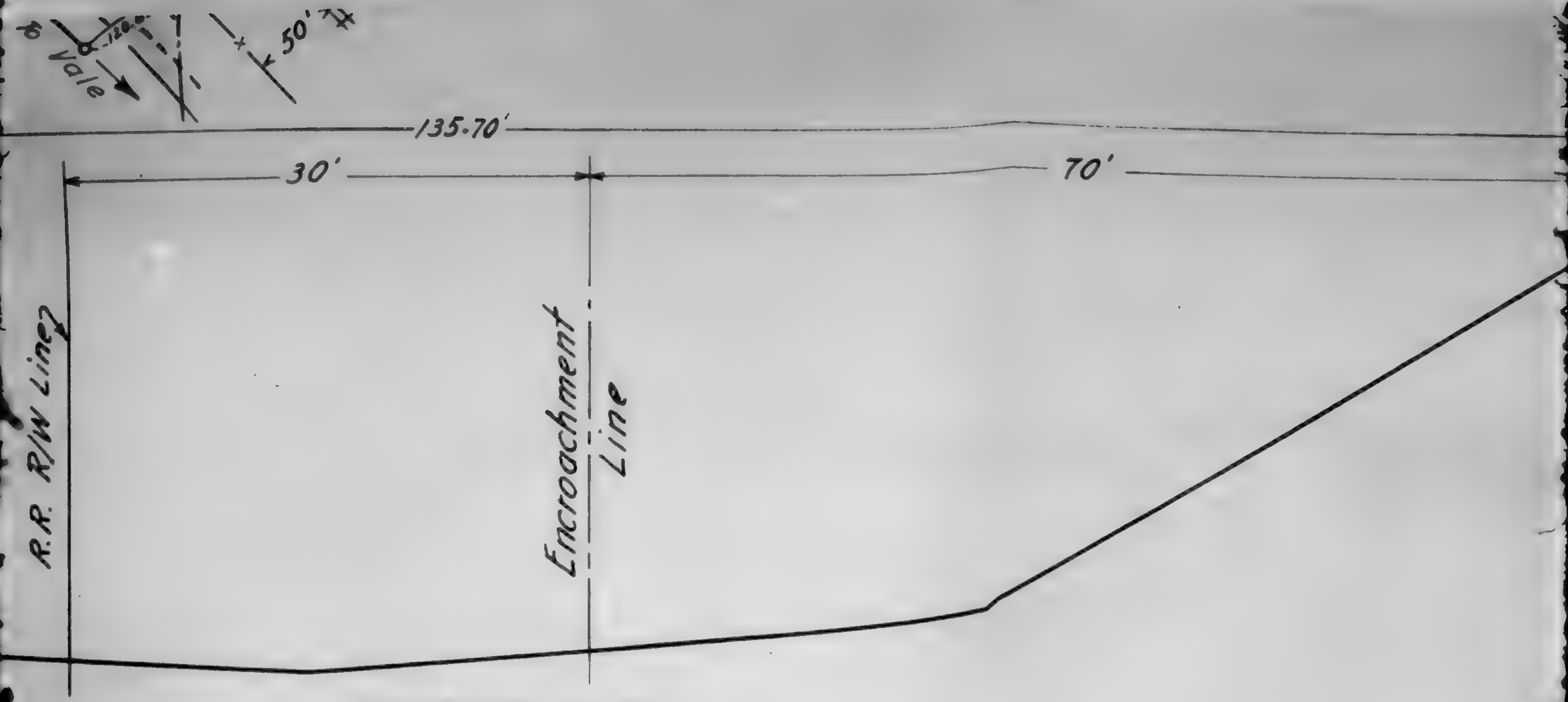

168'
60'
40'
℄ Acces Road
Encroachment Line

SECTION A-A
STA. 523+00 = R.R. 43+62.33

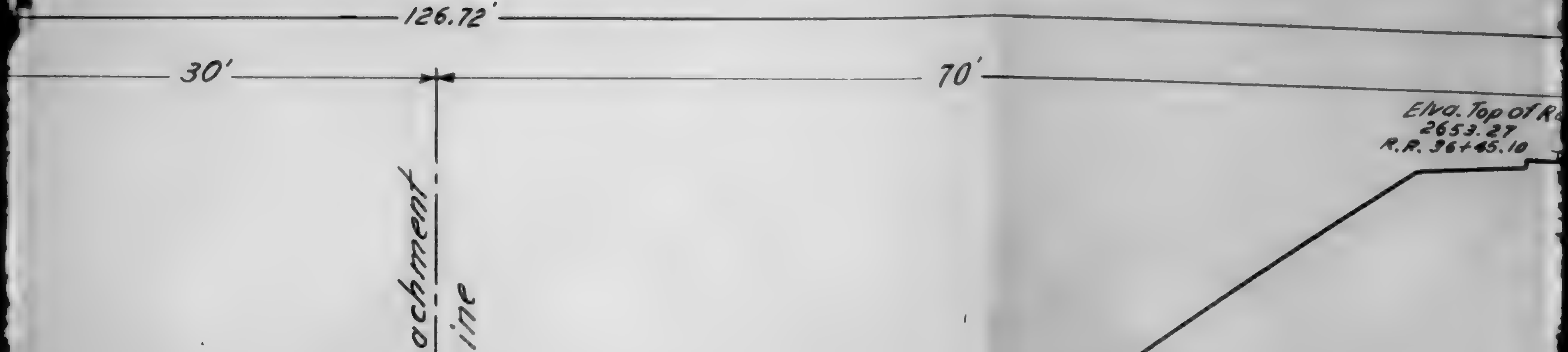

152'
60'
40'
℄ R.R.
Encroachment Line
℄ Acces Road

SECTION B-B
STA. 521+50 = R.R. 41+98.11

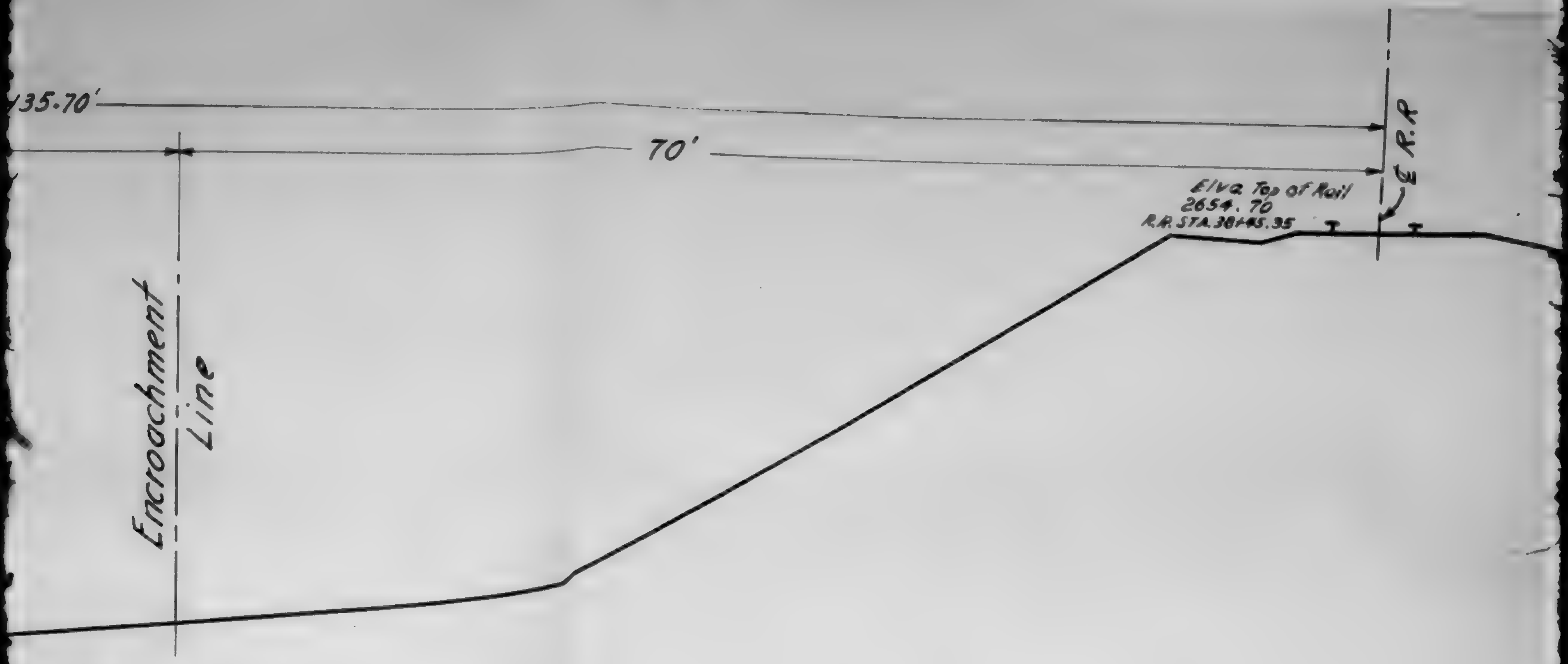

Elev. Top of Rail
2657.89
R.R. Sta. 43+08.33
℄ R.R.
168.06
TO ℄ R.R.
℄ Relocated HWY
R.R. R/W Line
Vale
℄ R.R.
℄ Relocated HWY
R.R. R/W


to Vale
-120-
50'
135.70'
30'
70'
R.R. R/W Line
Encroachment Line

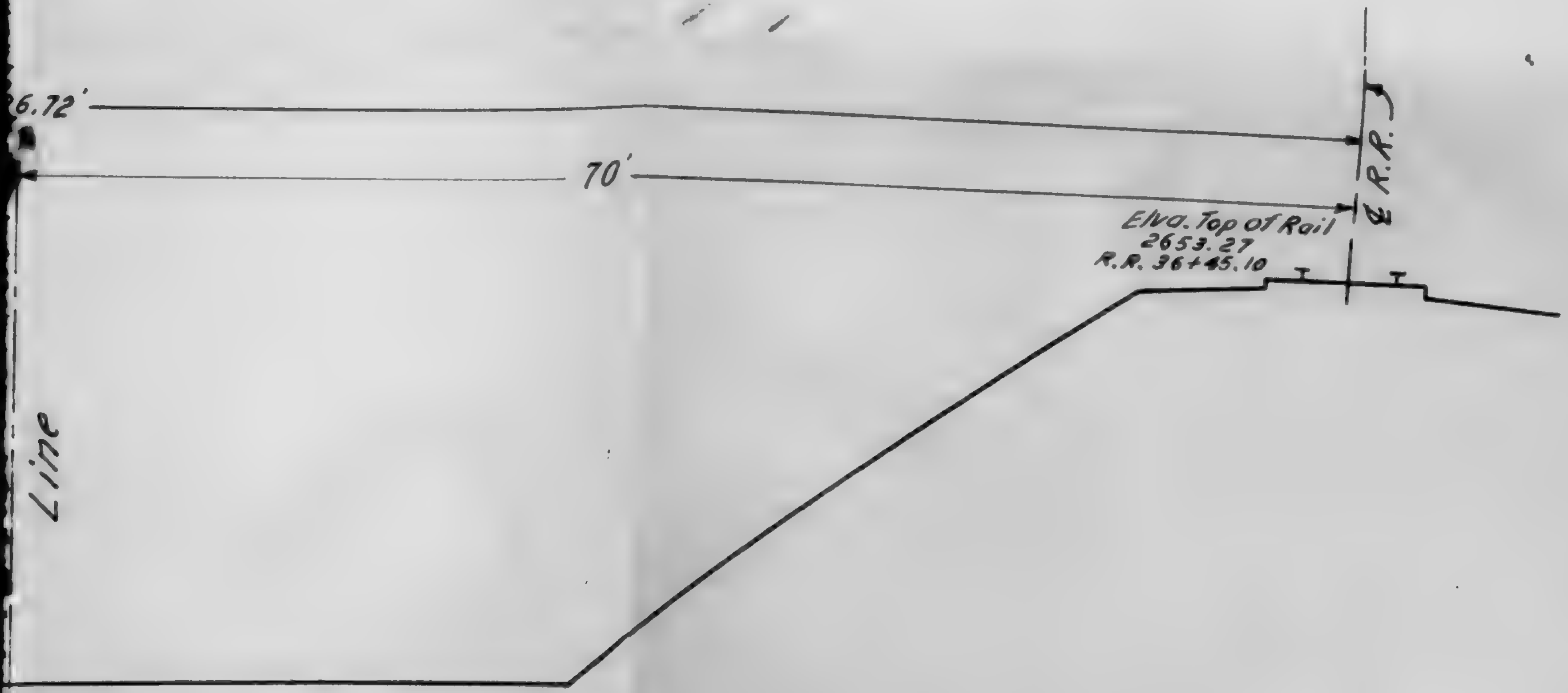
SECTION C-C
STA. 518+00=R.R. 38+45.35


126.72'
30'
70'
Encroachment Line
Elva. Top of R
2653.27
R.R. 36+45.10

SECTION D-D
STA. 516+00=R.R. 36+45.10


135.70'
70'
℄ R.R
Elva. Top of Rail
2654.70
R.R. STA. 38+45.35
Encroachment
Line

CTION C-C
00=R.R. 38+45.35


26.72'
70'
℄ R.R.
Elva. Top of Rail
2653.27
R.R. 36+45.10
Line

CTION D-D
+00=R.R. 36+45.10

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

C. B. LISHER
SUPERINTENDENT

POCATELLO, IDAHO

April 14, 1959

312.1 Idaho

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxton
Asst. State Highway Engineer

Dear Mr. Paxton:

In reply to your letter of November 26th replying to my letter of November 20th concerning your encroachment on Railroad property at Mile Post 51.86 near Namorf, Oregon with particular reference to the existing access road underneath the north span of the Railroad's Malheur River Bridge.

We have contacted the U. S. Department of Interior, Bureau of Reclamation at Boise relative to an agreement covering this access road underneath the existing Railroad bridge and have received the following from the Bureau of Reclamation's Project Superintendent:

> "At the request of the State of Oregon Highway Department, we have given the State a right-of-way easement across federal lands in the vicinity of the dam. One of the provisionsof the right-of-way easement (article 5) reads in parts as follows:
>
> "The relocation and reconstruction of the Central Oregon Highway will make it necessary to relocate the present access road from the existing highway to the Vale Main Canal Diversion Dam of the Vale Project in the SW¼ SE¼ of Section 31, T. 20 S., R. 41 E., W.M., said access road beginning at approximately station 526 of the proposed relocated highway....The State at its sole cost and expense shall relocate the access road or provide substitute access facilities to the satisfaction of the Contracting Officer and shall acquire and convey to the United States any rights-of-way or easements necessary for the relocation and reconstruction of the access road. During the relocation and reconstruction of the Central Oregon Highway, the State shall provide temporary access facilities to the Vale Main Canal Diversion

[illegible] Reply

Dam. Right of access to the Central Oregon Highway over the facilities provided by the State under this article is reserved to the United States, and its assigns......"

In view of this commitment I presume that an agreement should be made between the Oregon State Highway Department and the Railroad Company covering this particular underpass. Would you please furnish details of the reconstructed road under this underpass and also the right of way which you will require.

Very truly yours,

C. B. Lisher

C. B. Lisher
Superintendent

RECEIVED
APR 16 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 15 1959
OFFICE OF
STATE HIGHWAY ENGINEER

A

RECEIVED
APR 17 1959
FOR FILING

[illegible]

5-47

April 16, 1959

Dunning-Ray Insurance Agency, Inc.
P. O. Box 928
Pasco, Wash.

Gentlemen:

This will acknowledge your letter of April 14 pertaining to State Highway Contract No. 5347, with Twin City Construction Company and Clarence Braden, for structures, grading and paving the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section in Malheur County.

Our Construction Division has contacted Mr. R. R. Cameron, the Resident Engineer on the project, and he states that the portion of the job that pertains to the railroad is still incomplete.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWN:em

FOR THE BEST IN INSURANCE

DUNNING-RAY
Insurance Agency
Inc.

TELEPHONE LI 7-3361 • 124 SOUTH FOURTH STREET • P. O. BOX 928 • PASCO, WASHINGTON

APRIL 14, 1959

FLOYD QUERY, SECRETARY
OREGON STATE HIGHWAY COMMISSION
STATE OF OREGON HIGHWAY DEPT.
SALEM, OREGON

RE: TWIN CITY CONSTRUCTION CO. AND CLARENCE BRADEN
CONTRACTOR - STRUCTURES, GRADING & PAVING GWYNN
UNDERCROSSING - JONESBORO SECTION & TUNNEL -
NAMORF SECTION ON CENTRAL OREGON HIGHWAY
OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY
AND UNION PACIFIC RAILROAD COMPANY
LLOYD'S OF LONDON - RAILROAD PROTECTIVE PUBLIC
LIABILITY & PROPERTY DAMAGE CERTIFICATES
SES 167120 AND SES 167121

#5347

DEAR SIR:

NOW CLARENCE BRADEN CONST. CO.

WILL YOU PLEASE ADVISE US BY RETURN MAIL WHETHER OR NOT TWIN CITY CONSTRUCTION CO., IS THROUGH WITH THE PORTION OF THE JOB THAT PERTAINS TO THE RAILROAD, OR SHOULD THE INSURANCE BE EXTENDED.

THANK YOU VERY MUCH FOR YOUR ATTENTION AND COOPERATION IN THIS MATTER.

VERY TRULY YOURS,
DUNNING-RAY INSURANCE AGENCY, INC.

ED RAY, AGENT

ER/HSC

Cec, please check
and ans
FQ

Ed Pease is sending
Teletype to R.R. Cameron
Res. Engr. on job. to
find out about Ins.
4-15-59
C.W.H.

4/16/59 Not Completed yet
rec- call from Ed Pease CWH

RECEIVED
APR 15 1959
[illegible]

RECEIVED
R 16 1959
FOR FILING
5347

April 13, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 3 covering splicing one steel pile on the Gwynn U'xing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway in Malheur County, Contract No. 5347, in connection with Federal Aid Project No. F-326(6).

The necessary bearing could not be obtained using piling of specified length. An additional 20 foot length was welded to determine if specified bearing could be obtained.

This was done as extra work under Section 2.3.18 of the Standard Bridge Specifications.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Encl.

DBP:ia

files

RECEIVED
MAY 7 - 1959
FOR FILING

F 336[illegible])

5347

April 7, 1959

Mr. Clarence Braden
22 West Alder
Walla Walla, Washington

Dear Sir:

We are enclosing four copies of an Assignment Agreement between the State Highway Commission, Cora Graham, dba Twin City Construction Co., Clarence Braden and the United States Fidelity and Guaranty Company relative to the assignment of contract No. 5347.

Would you please secure the signatures of Cora Graham, dba Twin City Construction Co., the United States Fidelity and Guaranty Company and yourself and then return all four copies to this office for the signatures of the Highway Commission. A fully executed copy will then be mailed to all parties concerned.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn

FORM E-30 80M 6-58 19044

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office
April 1, 1959

SUBJECT: Assignment Agreement
Contract No. 5347
Cora Graham dba Twin City Construction Co. and Clarence Braden
Gwynn Undercrossing-Jonesboro & Tunnel-Namorf Section of Central Oregon Highway Project

To: Mr. Floyd Query
Secretary

OFFICE

This is in response to the copy of your February 5, 1959 letter to Mr. Clarence Braden referring to the Legal Department this matter of assigning our payments under this contract to Clarence Braden. After conferring by phone with Mr. Braden and with a Mr. Mays of the Seattle office of USF&G we have prepared a document to be signed by all four parties; Cora Graham dba Twin City Construction Company, Clarence Braden, the State of Oregon by and through its State State Highway Commission and the bonding company, USF&G, which should accomplish what the parties wish and be acceptable to all parties.

This instrument merely provides that payments by the State under this contract go directly and only to Clarence Braden who is taking over actual performance. However, we are not relieving the liability of any of the parties to perform the contract as originally set out by virtue of Contract No. 5347. Nor does this assignment change the liability of the bonding company.

Attached are five copies of the Agreement. I presume you will wish to have at least four executed. Leonard Lindas has approved this as to form.

If there are any further problems regarding this matter or any questions please let us know.

MITCHELL CREW
Staff Attorney

MC:mab
Attach:
cc - L. I. Lindas

RECEIVED
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 6 1959
FOR FILING

F 226 (1)

5347

February 5, 1959

Mr. Clarence Braden
22 West Alder Street
Walla Walla, Washington

Dear Mr. Braden:

This is to acknowledge your letter of February 2 in which you request that the contract awarded to Twin City Construction Company and Clarence Braden for structures, grading, and paving on the Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway, Malheur County, be assigned to Clarence Braden Construction Company and that all payments be mailed to the assignee.

The contract to which you refer appears to be our Contract No. 5347, which was awarded on October 23, 1958.

In our telephone conversation I stated that the matter would have to be referred to the Legal Division for study. Therefore, your letter and the bill of sale are being referred to Mr. L. I. Lindas, Chief Counsel. When he has reached a decision in the matter we will advise you further.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FO:jmc

cc: L. I. Lindas

Clarence Braden

Walla Walla, Washington
22 West Alder Street

February 2, 1959

Mr. Floyd Query, Secretary
State Highway Building
Salem, Oregon

Dear Mr. Query:

I appreciated very much visiting with you by phone in connection with the termination of Cora Graham Individually & Cora Graham d/b/a Twin City Construction Co. & Clarence Braden, Joint Venture and continuing the contract under the name of Clarence Braden Construction Company.

Under the existing contract name my interest was merely loaning to Cora Graham, the sole owner, money necessary to operate and pay all bills. We entered into an agreement February 13, 1957 whereby I agreed to completely finance the operation and pay all bills. In turn Mrs. Graham gave me her note for all money advanced and all money received was brought to me to be credited to notes.

Due to inefficiency of machines and other factors the company has failed to make a profit. In fact their loss runs into a sizeable figure. Mrs. Graham fully recognized that as far as she was concerned she was hopelessly involved. This being the case, she was willing and anxious to voluntarily sign away all rights and equity of every nature. A photostat copy of the Bill of Sale is enclosed.

I will appreciate it very much if your records can be changed from the present name to Clarence Braden Construction Company and all payments be mailed direct to 22 W. Alder, Walla Walla, Washington.

I can assure you that immediately our equipment will be upgraded by the purchase of 3 DW21 Caterpillar earth movers replacing 5 Tournapulls.

No change in personnel or manager on the job is planned. I personally visited the job a few days ago and I feel sure that our work will progress in full cooperation with your engineer. I sincerely hope our relationship will be mutual and pleasant.

Thank you very much for your consideration of this change.

Yours truly,

Clarence Braden

CLARENCE BRADEN

Encl.

RECEIVED
[illegible] 1959

STATE OF WASHINGTON,
County of Walla Walla. } ss.

On this day personally appeared before me Cora Graham

~~and~~

to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that she signed the same as her free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and seal this 30th day of January, , 1959 .

Esther [illegible]
Notary Public in and for the State of Washington,
residing at Walla Walla.

THE DEAN-McLEAN ABSTRACT CO.

TITLE INSURANCE
ESCROWS
ABSTRACTING

[illegible] Baker Building
WALLA WALLA, WASHINGTON
Established 1889

Bill of Sale

TO

THE DEAN-McLEAN ABSTRACT CO.
Established 1889
WALLA WALLA, WASHINGTON

THE DEAN-McLEAN
ABSTRACT CO.
Established 1889

Bill of Sale

KNOW ALL MEN BY THESE PRESENTS: That Cora Graham of Pasco, County of Franklin State of Washington, the party of the first part, for and in consideration of the sum of ---Ten--- Dollars, lawful money of the United States of America, to her in hand paid by Clarence Braden the party of the second part, the receipt whereof is hereby acknowledged, does by these presents grant, bargain, sell and deliver unto the said party of the second part, the following described personal property now located at

in the City of , County of , and State of Washington, to-wit:

All property of every nature and description belonging to Twin City Construction Company, and "Cora Graham d/b/a Twin City Construction Co. and Clarence Braden", including but not limited to tools, equipment, open accounts, notes, contracts, and fixtures, the principal items of which are described on a list hereto attached, marked Exhibit "A" and by reference made a part hereof.

TO HAVE AND TO HOLD the same to the said party of the second part, his heirs, executors, administrators and assigns forever. And said party of the first part, for herself, her, heirs, executors and administrators, covenants and agrees to and with the said party of the second part, his executors, administrators and assigns, that said party of the first part, is the owner of the said property, goods and chattels and has good right and full authority to sell the same, and that she will warrant and defend the sale hereby made unto the said party of the second part, his executors, administrators and assigns, against all and every person or persons, whomsoever, lawfully claiming or to claim the same.

IN WITNESS WHEREOF the said party of the first part has hereunto set her hand and seal this 1st day of January, 1959.

Cora Graham (SEAL)

KNOW ALL MEN BY THESE PRESENTS: That Cora Graham of Pasco, County of Franklin State of Washington, the party of the first part, for and in consideration of the sum of ---Ten--- Dollars, lawful money of the United States of America, to her in hand paid by Clarence Braden the party of the second part, the receipt whereof is hereby acknowledged, does by these presents grant, bargain, sell and deliver unto the said party of the second part, the following described personal property now located at

in the City of , County of , and State of Washington, to-wit:

All property of every nature and description belonging to Twin City Construction Company, and "Cora Graham d/b/a Twin City Construction Co. and Clarence Braden", including but not limited to tools, equipment, open accounts, notes, contracts, and fixtures, the principal items of which are described on a list hereto attached, marked Exhibit "A" and by reference made a part hereof.

TO HAVE AND TO HOLD the same to the said party of the second part, his heirs, executors, administrators and assigns forever. And said party of the first part, for herself, her, heirs, executors and administrators, covenants and agrees to and with the said party of the second part, his executors, administrators and assigns, that said party of the first part, is the owner of the said property, goods and chattels and has good right and full authority to sell the same, and that she will warrant and defend the sale hereby made unto the said party of the second part, his executors, administrators and assigns, against all and every person or persons, whomsoever, lawfully claiming or to claim the same.

IN WITNESS WHEREOF the said party of the first part has hereunto set her hand and seal this 1st day of January, 1959.

Cora Graham (SEAL)

(SEAL)

(SEAL)

(SEAL)

Twin City Construction Co.

Schedule of Equipment
August 31,1958

EXHIBIT "A".

Equipment list	Serial Number
Austin Western Badger Shovel	2300
Link Belt 3/4 yd.	L.S. 85
Osgood 1/2 yd. Dragline	200
D-8 Caterpiller & Dozer w/25 c.c.	2U19010
D-8 Caterpiller & Dozer	2U20190
D-8 Caterpiller w/25 C.C.	2U18392
TD-9 International Dozer	
D-6 Caterpiller & dozer	5R2982
Motor Grader Diesel Model 12	9K678
Motor Grader Diesel Model 12	8T14044
Model W Scraper-LeTourneau	
Model RU Scraper-LeTourneau	
Trax Cavator Loader	12A2987
Minneapolis Moline Tractor	0205000487
Model C Tournapull	GP-40311-CPF-H
Model C Tournapull	GP-40312-CPF-H
Model C Tournapull	GP-40027CPF-A
Model C Tournapull	GT-4627FCR-R-SF
Model C Tournapull	GP-40028CPF-A
1951 G.M.C. Dump Truck	A270-77162
1954 G.M.C. Dump Truck	Z2002
1958 Plymouth Sedan	LP2L3654
1952 Ford Pick up	C2RH-20691
1951 Chev Pickup	TBA593322
1953 Chev Pickup	LAB434878
1957 Chev Pickup	3UA570101570
1955 G.M.C. Pickup	CY1617
1953 Dodge Diesel Truck	JT1301802
1944 Mack Diesel Truck	NR4D-15099D
Mack Diesel Truck	1055
1942 Chev Truck	M51750WN
1941 1½ Ton Gas Truck	
Fager Truck	12117
Semi Dump Trailer	104
Semi Dump Trailer	105
Semi Dump Trailer	106
Kenworth Parts Trailer	
1941 Home Made Trailer	46385WN
Lowboy Semi Trailer	1968

	Serial Number
Austin Western Badger Shovel	2300
Link Belt 3/4 yd.	L.S. 85
Osgood 1/2 yd. Dragline	200
D-8 Caterpiller & Dozer w/25 c.c.	2U19010
D-8 Caterpiller & Dozer	2U20190
D-8 Caterpiller w/25 C.C.	2U18392
TD-9 International Dozer	
D-6 Caterpiller & dozer	5R2982
Motor Grader Diesel Model 12	9K678
Motor Grader Diesel Model 12	8T14044
Model W Scraper-LeTourneau	
Model BU Scraper-LeTourneau	
Trax Cavator Loader	12A2987
Minneapolis Moline Tractor	0205000487
Model C Tournapull	GP-40311-CPF-H
Model C Tournapull	GP-40312-CPF-H
Model C Tournapull	GP-40027CPF-A
Model C Tournapull	GT-4627FCR-R-SF
Model C Tournapull	GP-40028CPF-A
1951 G.M.C. Dump Truck	A270-77162
1954 G.M.C. Dump Truck	Z2002
1958 Plymouth Sedan	LP2L3654
1952 Ford Pick up	C2RH-20691
1951 Chev Pickup	TBA593322
1953 Chev Pickup	LAB434878
1957 Chev Pickup	3UA570101570
1955 G.M.C. Pickup	CY1617
1953 Dodge Diesel Truck	JT1301802
1944 Mack Diesel Truck	NR4D-15099D
Mack Diesel Truck	1055
1942 Chev Truck	M51750WN
1941 1½ Ton Gas Truck	
Fager Truck	12117
Semi Dump Trailer	104
Semi Dump Trailer	105
Semi Dump Trailer	106
Kenworth Parts Trailer	
1941 Home Made Trailer	46385WN
Lowboy Semi Trailer	1968
Lowboy Semi Trailer	Army
Auto Arc Welder Magna	285
Arc Welder	136 XM
Hubard 400 AMP Welder	
LeRoy Air Compressor Model 210	WLBD95147
Brunner Air Pressor	239393

45

Twin City Construction Co.
Schedule of Equipment
August 31,1958

Equipment list	Serial Number
Atlas Press	2260635
Steam Cleaner	20807
Two Ton Wright Hoist	
8800 Generator Diesel	25856SP
Self Propelled Bros 1o Ton Pneumatic Roller	5406
Pioneer #35 S Duplex Gravel Plant	G 30678
2- 30' Pioneer 24" Conveyors	
Murphy Truck Scales	2020RSP
Water Pump 6"	AN-4
Water Pump Gas 3"	AEN
Studebaker 'A' Frame	106230
General Motor Diesel Engine	62403-LA
Generator Power Unit	S38632W2
Lippman Jaw 15x36	
Electric Motor 7½ HP	
Electric Motor 5 HP	
Electric Motor 3 HP	
Electric Motor 2 HP	
Calculator-Olivetti	
Type Writer-Olivetti	
Bros 10 Ton Roller	
17 Case Tractor	
Caterpillar D8 Tractor, Serial #15A3265	
Caterpillar 8U Bulldozer, Serial #74D254	
Caterpillar #30 Control, Serial #27E1559	
Caterpillar #8 Ripper & Control, Ser. #63C674	
1957 International Pickup	

A

RECEIVED
JAN 12 1959
FOR FILING
F 326 (6)
5347

January 8, 1959

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith, prints of revised pole line location in connection with adjusting the Oregon Washington Telephone Company's line on the Gwynn Undercrossing-Jonesboro and Tunnel-Harper Sections of the Central Oregon Highway in Malheur County, Project No. F-326(6).

The original proposed relocation conflicted with a quarry site location necessitating a revision of location for the telephone line.

Your approval of the revised location as shown on the enclosed sketches is requested. There will be no change in the estimate of cost as submitted in our letter of October 16, 1958, which you approved in your letter of October 20, 1958.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

CRN:lmr

RECEIVED
DEC 24 1958
FOR FILING

F-326(6)

5347

December 22, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2 covering the construction of an irrigation system on the Gwynn Undercrossing & Tunnel-Namorf Section of the Central Oregon Highway in Malheur County, Contract No. 5347, in connection with Federal Aid Project No. F-326(6).

This work was anticipated as extra work in the contract. It is necessary that the irrigation system, obliterated by construction, be replaced.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Encl.

RECEIVED
DEC 18 1958
FOR FILING

F 536 (6)

5347

December 10, 1958

Mr. C. B. Lisher, Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

Since Mr. Paxson's letter to you dated November 26, 1958, we have received information that the existing access road underneath the north span of your Malheur River Bridge at M.P. 51.86 near Namorf, in Malheur County, Oregon, is under the jurisdiction of the Vale, Oregon Irrigation District, Box 667, Vale, Oregon.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. H. Stephenson
Assistant State Highway Engineer

PHS:er

cc Mr. W. C. Williams

NOTED
[illegible]SON

FORM E-30 25M 9-51 52318

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 4, 1958

SUBJECT: Contract 5347
Central Oregon Highway
Gwynn U'Xing-Jonesboro &
Tunnel-Namorf Section

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem

Reference is made to your letter of November 26, 1958 written to Mr. C. B. Lisher, Superintendent of the Union Pacific Railroad Company, Pocatello, Idaho. This has to do with the encroachment at M.P. 51.86 near Namorf, Central Oregon Highway.

The access road underneath the north span of the railroad Malheur River Bridge is under the jurisdiction of the Vale Oregon Irrigation district, Box 667, Vale, Oregon. This according to inquiry by our Resident Engineer, Cameron, at Ontario.

A. F. Parson
Division Engineer

C. D. Cannon
Office Engineer

CDC:dj
cc - Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
DEC 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 28 1958
FOR FILING

Salem, Oregon
November 26, 1958

Jurisdiction of road under
Malheur River Bridge

Mr. A. F. Parson

Please note copy of letter from Mr. C. B. Lisher attached to my letter to you concerning permit of entry. In the last paragraph he asks as to the jurisdiction of the existing road leading under the Malheur River Bridge near Namorf. Will you please send me any information you have on this.

G. S. Paxson

GSP:gm
cc Mr. W. C. Williams

RECEIVED
DEC 12 1958
FOR FILING
F-326 (6)
C. B. LISHER
SUPERINTENDENT
5347

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

POCATELLO, IDAHO

December 1, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Mr. Paxson:

In reply to your letter of November 26th relative to my letter of November 20th regarding lease of Railroad property at Mile Post 51.86 near Namorf, Oregon on the Oregon Eastern Branch.

This letter is your authority to occupy the leased area in advance of signing usual agreement.

Very truly yours,

CBLisher
C. B. Lisher
Superintendent

Copies sent
Mr. Edwards
& A. F. Paxson

RECEIVED
DEC - 3 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
NOV 28 1958
FOR FILING

5347

November 26, 1958

Mr. C. B. Lisher
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

Receipt is acknowledged of your letter of November 20 concerning our encroachment on your property at your M.P. 51.86 near Namorf, Oregon. This is to advise that we will execute the usual form of easement for this encroachment when presented.

We have no information in this office as to who has jurisdiction over the existing access road underneath the north span of your Malheur River Bridge. I am asking our Division Engineer to check into the matter and will forward you any information I receive.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. A. F. Parson

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

C. B. LISHER
SUPERINTENDENT

POCATELLO, IDAHO

November 20, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxton
Assistant State Highway Engineer

Dear Mr. Paxton:

In reply to your letter of October 14th, regarding request of the State Highway Department for lease of Railroad property at Mile Post 51.86 near Namorf, Oregon on the Oregon Eastern Branch.

Your application has been approved and the regular lease will be presented for execution in the very near future. There are no objections to the contractor or State occupying the property, subject to receipt from you in writing assurance that our regular form of lease will be executed when presented.

We would appreciate it if you could inform us as to who has jurisdiction covering the existing access road which leads underneath the north span of Malheur River Bridge to U. S. Government property lying to the east of the Railroad.

Very truly yours,

C. B. Lisher
Superintendent

RECEIVED

RECEIVED
NOV 24 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 15 1958
FOR FILING
E-326 (6)
5347

October 14, 1958

Mr. C. B. Lisher
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

Under date of September 9, I wrote you concerning easements on the Namorf-Tunnel Section of the Central Oregon Highway in Malheur County. I believe the granting of the easement was held up because of some conflict in the title of the land lying easterly of the center line of Section 6, Township 21 South, Range 41 East, and in my letter I suggested that you grant us the easement lying to the west of this center line of Section 6.

We have taken bids on the granting of this section and are holding up award pending the concurrence of all of these right-of-way matters. It would be greatly appreciated if you could expedite consideration of this matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. R. M. Brown
District Engineer
Union Pacific Railroad Company
Portland, Oregon

W. C. Williams

RECEIVED
SEP [illegible] 1958
FOR FILING

A

September 9, 1958

Mr. C. B. Lisher
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

Reference is made to your letter of September 3 and the attached maps showing property to which you claim ownership on the Nemorf-Tunnel Section of our Central Oregon Highway.

Our Title Section has made an exhaustive search of title to the property lying easterly of the center line of Section 6 as shown on the 1" to 400' scale map which you sent us. It advises that the property, except for the normal right-of-way width which I assume to be 200 feet, is owned by Phillip Coyne. We have had considerable dealings with Mr. Coyne and at one time filed condemnation proceedings against him, but I understand that the purchase of the right of way has now been settled out of court. I have further been advised that the title insurance companies have agreed to insure our title to the right of way as obtained from Mr. Coyne.

The only easement which we would need on your right of way would be in the section lying to the west of the center line of Section 6 and as described in the letter to you dated August 22. In view of this, we would appreciate your early consideration of our request of August 22 for the easement described.

Very truly yours,

W. C. Williams
State Highway Engineer

By

O. S. Paxson
Assistant State Highway Engineer

OSP:gm

cc Mr. R. M. Brown
Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

Can hold bids
after Nov 15th

UNION PACIFIC RAILROAD COMPANY

DEPARTMENT OF OPERATION

C. B. LISHER
SUPERINTENDENT

POCATELLO, IDAHO

September 3, 1958

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Attention: Mr. G. S. Paxson

Dear Mr. Paxson:

In reply to your letter of August 22nd regarding revision of that section of Central Oregon Highway between Tunnel and Namorf between Railroad stations 40 plus 90.5 and 44 plus 00, requesting slope embankment encroachment upon Railroad right of way.

In checking this proposed easement we find that the highway enters upon Railroad property southeast of this location, for which we do not have an agreement. We are attaching one large scale print and one 400 ft. to the inch print of this area showing the Railroad property outlined in red.

We would appreciate it if you would furnish information as to where the highway is located towards Ontario so that the necessary agreements covering encroachments on Railroad property can be made.

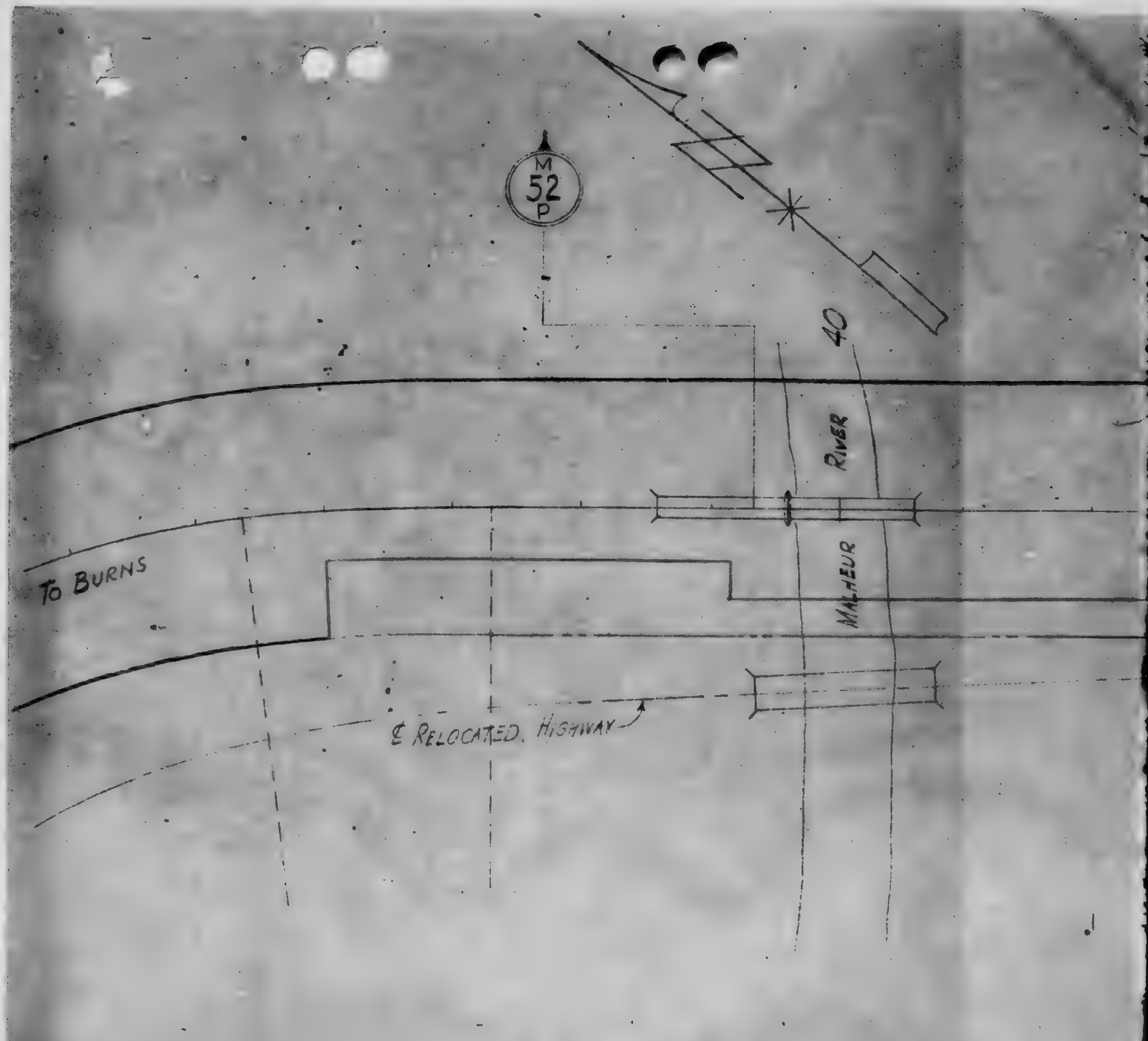
Very truly yours,

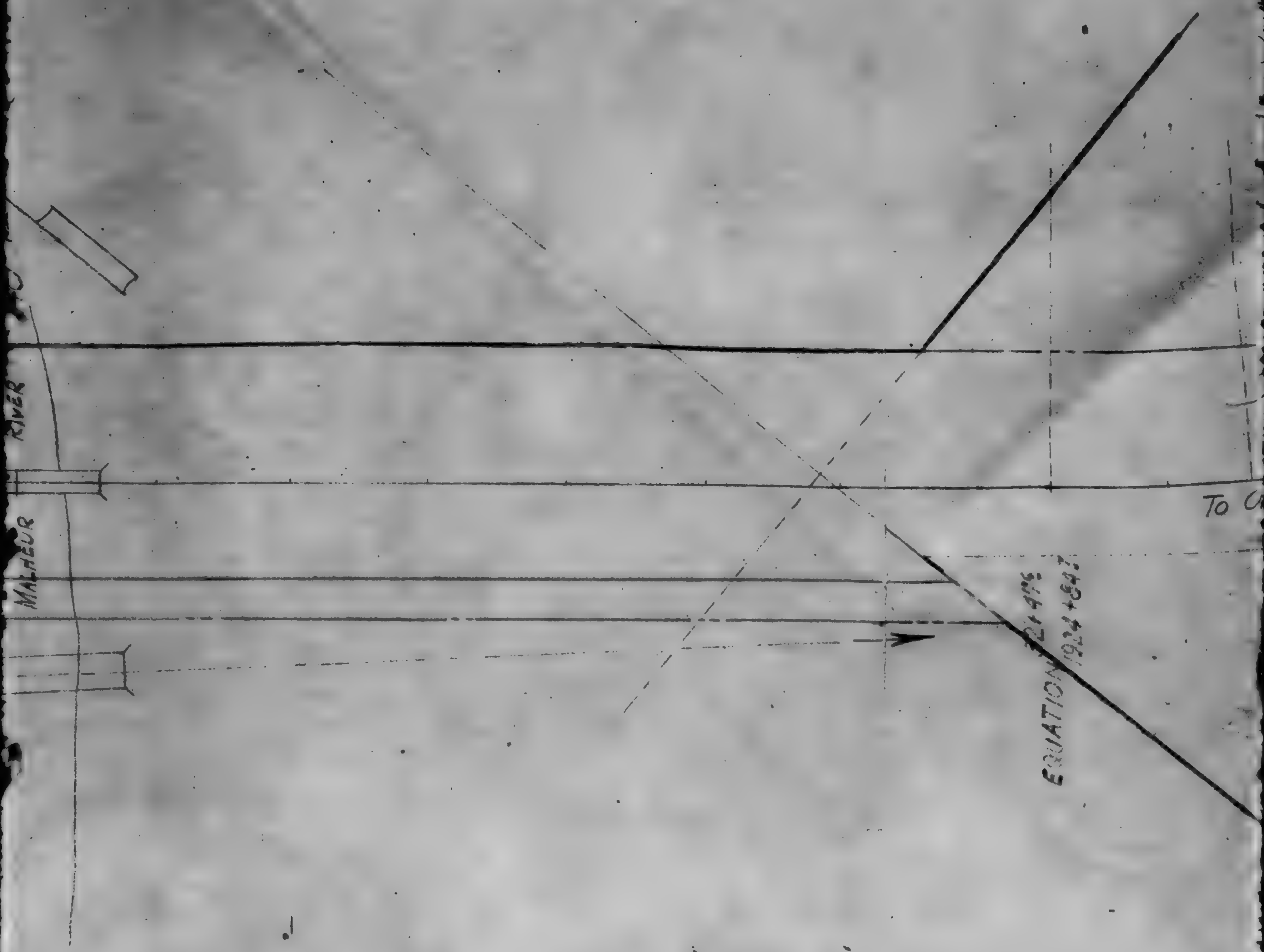
CBLisher
C. B. Lisher
Superintendent

RECEIVED
SEP 5 1958
OREGON
STATE HIGHWAY COMMISSION

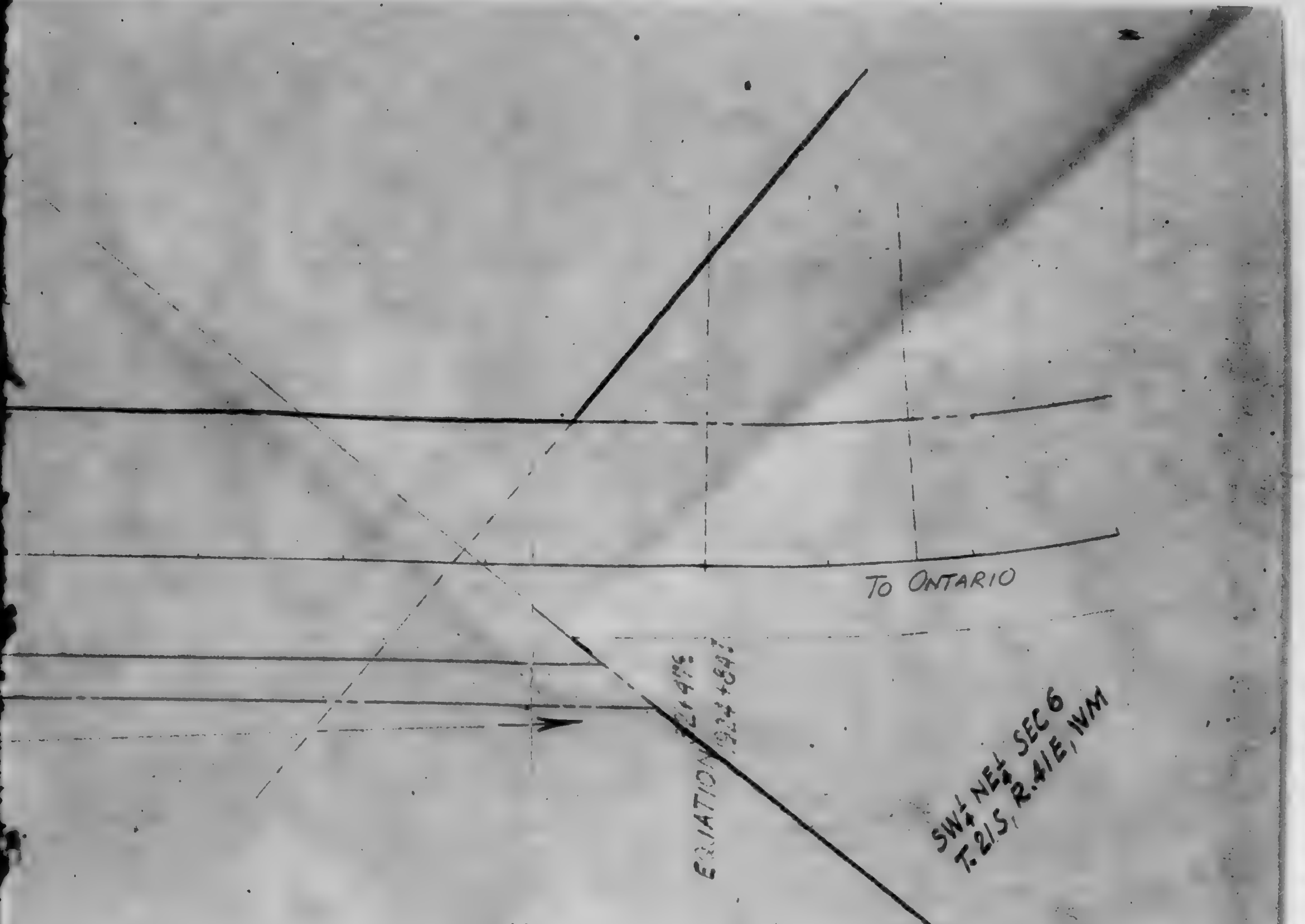
Att:

[illegible]ED
[illegible] PAXSON

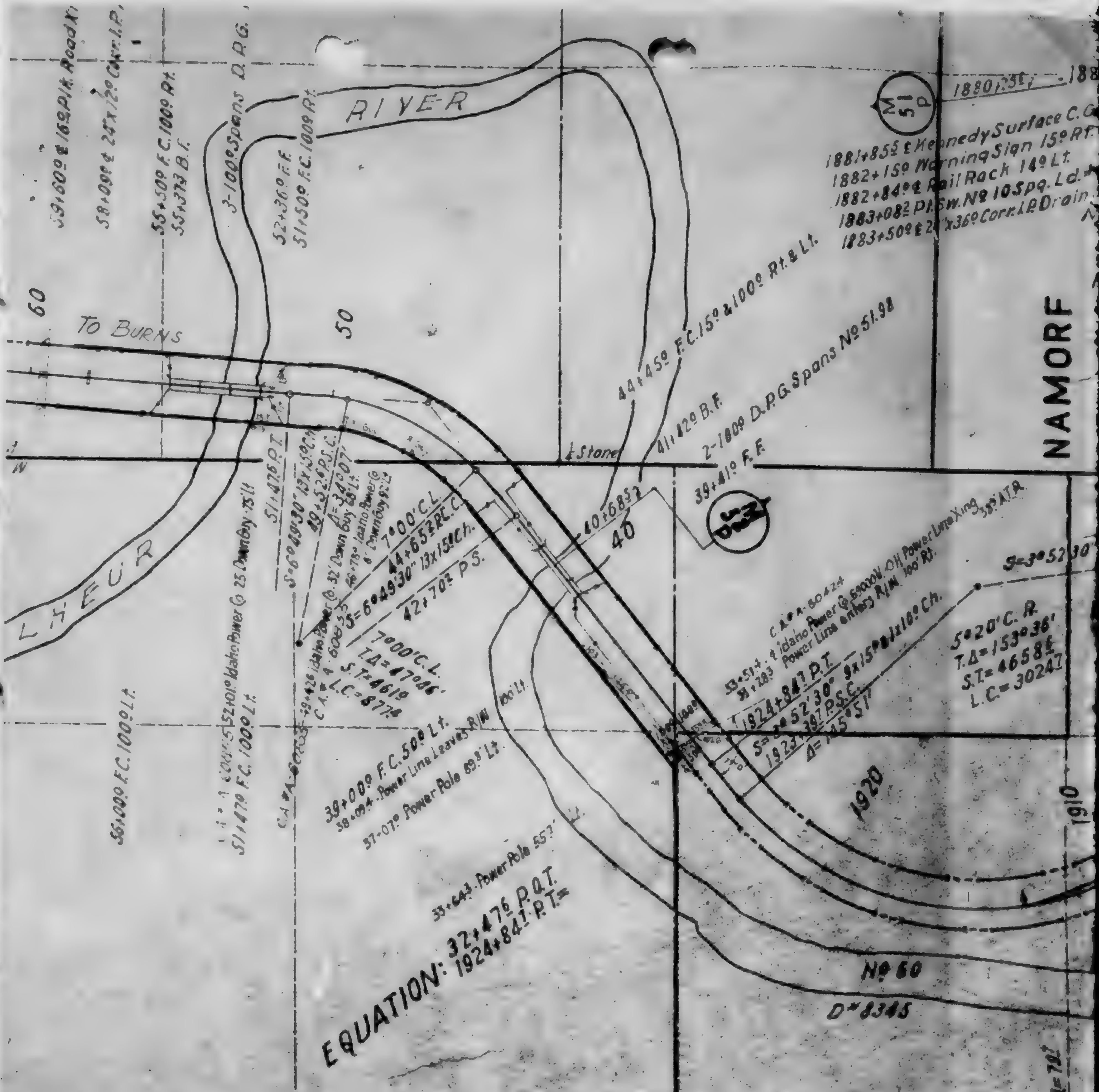

M
52
P
40
RIVER
MALHEUR
TO BURNS
℄ RELOCATED HIGHWAY

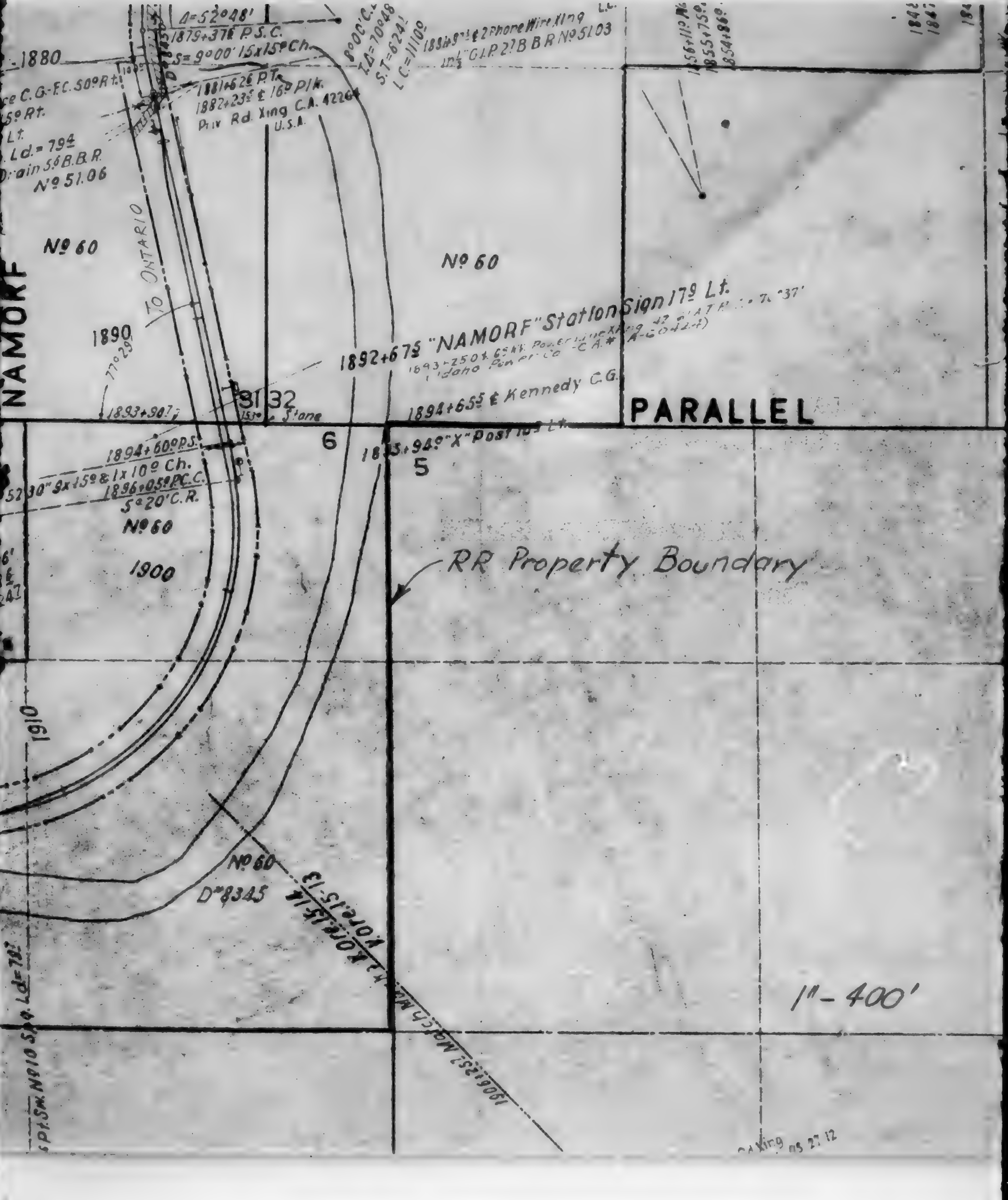

MALHEUR RIVER
To C
EQUATION 21+47.6
1924+64.7

Encroachment apllied fo
outlined
Railroad R/W. outlined


TO ONTARIO
EQUATION 214+75
934+847
SW¼ NE¼ SEC 6
T.21S, R.41E, WM

Encroachment apllied for by State of Oregon outlined yellow
Railroad R/W. outlined red

59+60º ℄ 16º Pit. Road X'
58+09º ℄ 24"x72º Corr. I.P.
55+50º F.C. 100º Rt.
55+37.3 B.F.
3-100º Spans D.P.G.
52+36º F.F.
51+50º F.C. 100º Rt.
RIVER
60
TO BURNS
50
W
℄ Stone
LHEUR
51+47.6 P.T.
S=6º49'30" 13x15º Ch.
49+52.6 P.S.C.
Δ=34º07'
7º00' C.L.
44+65.2 P.C.
S=6º49'30" 13x15º Ch.
42+70.2 P.S.
7º00' C.L.
T.Δ=47º06'
S.T.=461.9
L.C.=877.4
56+00º F.C. 100º Lt.
51+47º F.C. 100º Lt.
52+01º Idaho Power Co 25 Down Guy 73' Lt.
39+00º F.C. 50º Lt.
38+09.4 Power Line Leaves R/W 100' Lt.
37+07º Power Pole 89.8' Lt.
33+64.3 Power Pole 55.7'
EQUATION: 32+47.6 P.O.T.
1924+84.1 P.T.=
M 51 P
1880+25.5
188
1881+85.5 ℄ Kennedy Surface C.
1882+15º Warning Sign 15º Rt.
1882+84º ℄ Rail Rack 14º Lt.
1883+08.2 Pt. Sw. Nº 10 Spg. Ld.
1883+50º ℄ 24"x36º Corr. I.P. Drain
44+45º F.C. 15º & 100º Rt. & Lt.
41+12º B.F.
2-180º D.P.G. Spans Nº 51.98
39+41º F.F.
40+68.5
40
NAMORF
C.A. # A-60424
53+51.4 ℄ Idaho Power Co 69000V. O.H. Power Line Xing 38º AT R.
51+28.3 Power Line enters R/W 100' Rt.
1924+84.1 P.T.
S=3º52'30" 9x15º & 1x10º Ch.
1923+39.7 P.S.C.
Δ=15º51'
S=3º52'30"
5º20' C.R.
T.Δ=153º36'
S.T.=465.8
L.C.=3024.7
1920
1910
Nº 60
D=8345
6
Pt. Sw. Nº 10 Spg. Ld.=79.2


Δ=52°48'
1879+37.6 P.S.C.
S=9°00' 15x15° Ch.
-1880
ce C.G.-F.C. 50° Rt.
5° Rt.
Lt.
. Ld.=79±
Drain 5.6 B.B.R.
Nº 51.06
1881+62.6 P.T.
1882+23.5 ℄ 16' Plk.
Priv. Rd. Xing C.A. 42264
U.S.A.
8°00' C.
I.Δ=70°48
S.T.=624!
L.C.=1110.0
1883+9 ℄ 2 Phone Wire Xing
in 1/2" G.I.P. 27 B B R Nº 51.03
Nº 60
TO ONTARIO
NAMORF
1890
77°29'
Nº 60
1892+67.5 "NAMORF" Station Sign 17' Lt.
1893+25.0 ± 69 kV Power Line Xing
Idaho Power Co. C.A. #
1893+90.7
31 32
Stone
1894+65.5 ℄ Kennedy C.G.
PARALLEL
6
5
1895+94.0 "X" Post Lt.
1894+60.0 P.S.
1x 10° Ch.
52' 30" 9x 15° &
1896+05.0 P.C.C.
5°20' C.R.
Nº 60
1900
RR Property Boundary
1910
Nº 60
D" 8345
1906+25.2 Match Mark
Sheet Nº 10 Sp. Ld.=78
1"-400'

RECEIVED
DEC 8 1958
FOR FILING
F-326(6)
OREGON DISTRICT
5347

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM OREGON

[illegible] replying, refer to
[illegible]

December 4, 1958

Mr. [illegible] Williams
[illegible]
[illegible]

[illegible] Oregon Project F-326(6) Owyn
[illegible]crossing-Jonesboro & Tunnel-
Namorf Sections, Idaho Power Company
Line Adjustments

Dear Sir:

We are approving the agreement as evidenced by the exchange of letters between the State and Idaho Power Company covering power line adjustments on the above project.

Authorization is hereby granted to proceed with the necessary adjustments as of December 2, 1958, in accordance with the provisions of PPM 30-4.

Very truly yours,

[illegible]

[illegible]
Acting [illegible]

Orig - Product
copy - Edwards

NOTED
FORREST COOPER

A

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DEC 10 1958
FOR FILING

F 226 (6)

5347

NOTED
W. C. WILLIAMS

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 4, 1958

SUBJECT: Contract 5347
Central Oregon Highway

Gwynn U'Xing-Jonesboro &
Tunnel-Namorf Section

To:

Mr. G. S. Paxson
Assistant State Highway Engineer
Salem

Reference is made to your letter of November 26, 1958 written to Mr. C. B. Lisher, Superintendent of the Union Pacific Railroad Company, Pocatello, Idaho. This has to do with the encroachment at M.P. 51.86 near Namorf, Central Oregon Highway.

The access road underneath the north span of the railroad Malheur River Bridge is under the jurisdiction of the Vale Oregon Irrigation district, Box 667, Vale, Oregon. This according to inquiry by our Resident Engineer, Cameron, at Ontario.

A. F. Parson
Division Engineer

C. D. Cannon
Office Engineer

CDC:dj
cc - Mr. W. C. Williams
Mr. Tom Edwards

RECEIVED
DEC 8 1958
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-120 8M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 1 1958
FOR FILING

5347

Dec. 1, 1958

Twin City Construction Co. and
Clarence Braden
404 - 7th St.
Pasco, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5347, awarded Nov. 3, 1958, for structures, grading and paving on the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
DEC 2 1958
FOR FILING

F 326 (6)

5347

A

[redacted]

December 1, 1958

Mr. C. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting power lines of the Idaho Power Company on the Owyhee Undercrossing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway in Malheur County, Project No. F-326(6):

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company for adjusting its lines.

2. Copies of the Company's estimate, covering the adjustments.

3. Sketches prepared by the Company showing the revisions to be made.

Your approval of the agreement between the State and Company and authorization to proceed with the work as of this date under the provisions of PPM 30-4, are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

D. B. Probert
Office Engineer

Enclosures
DBP:lmw

RECEIVED
DEC 8 1958

FOR FILING
F-326 (6)
5347

November 28, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 coverint State share of flagging costs on the Cegyn Undercrossing-Jonesboro & Tunnel-Namorf Sections of the Central Oregon Highway in Malheur County, Contract No. 5347, in connection with Federal Aid Project No. F-326(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

NOTED
FORREST COOPER

RECEIVED
NOV 28 1958
FOR FILING

F-336 (6)

5347

Salem, Oregon
November 26, 1958

Contract No. 5347
Central Oregon Highway

Mr. A. F. Parson

I am attaching hereto copy of a letter from Mr. Lisher, Superintendent, Pocatello Division of Union Pacific Railroad Company, which, in effect, grants permit of entry on railroad property at M.P. 51.86 near Namorf. I am writing Mr. Lisher today advising that we will accept the usual form of easement.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

A

RECEIVED
NOV 25 1958
FOR FILING

F-326 (6)

5347

November 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 19, 1958, on Contract No. 5347, Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections, in Malheur County, in connection with Federal Aid Project No. F-326(6).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
NOV 7 - 1958
FOR FILING

F 3[illegible] (6)

5347

Nov. 7, 1958

U. S. Fidelity and Guaranty Co.
Dunning-Ray Insurance Agency, Inc.
P. O. Box 928
Pasco, Wash.

Gentlemen:

This will acknowledge your letter of November 5, 1958. As requested, we are enclosing two copies of our Contract No. 5347, covering the Gwynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section in Malheur County.

Our Construction Division informs us that the closest point that this construction work is to the railroad is 100 feet from the center of the highway to the center of the railroad, which is at the easterly end of the project.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:em

Encl. 2

DUNNING-RAY INSURANCE AGENCY, INC.
Agents
UNITED STATES FIDELITY AND GUARANTY COMPANY
124 South 4th Street - P. O. Box 928 Telephone: LI 7-3361
PASCO, WASHINGTON

November 5, 1958

State of Oregon
State Highway Department
Salem, Oregon

Attention: H. B. Glaisyer, Secretary

Re: Contract # 5347

Dear Mr. Glaisyer:

This is to inform you that we are issuing the bond for Twin City Construction Company and Clarence Braden. Our bonding company would like a copy of this contract and bond for their information and since there is Railroad Protective Insurance involved, we would like to have a copy for our insurance company also.

We would also appreciate receiving from you a letter showing how (Ed Pease) close this construction work is to the railroad involved.

Thank you very much.

Very sincerely,

DUNNING-RAY INSURANCE AGENCY, INC.

Ed Ray

Ed Ray

ER:eh

RECEIVED
NOV 6 1958
OREGON
STATE HIGHWAY COMMISSION

Letter
11/7/58
CWH

NOTED
C. W. HEAD

RECEIVED
NOV 6 - 1958
FOR FILING

F 32.(1)

5347

November 6, 1958

Mr. L. V. Chaunce, Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are mailing, under separate cover, a copy of Contract No. 5347 and plans covering structures, grading and paving work on the Owyen Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County.

In general, the work to be performed under the contract will not interfere with railroad facilities except for fill encroachment between highway Stations 515+90 and 526+50 and construction of U. S. Bureau of Reclamation Access Road leaving the highway at Station 523+40 on the Tunnel-Namorf Section as indicated on sheets 19 and 20 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communications lines and appurtenances thereof, and also, that he furnish railroad public liability and property damage liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

CC: G. S. Paxson
J. N. Dobson
Mr. R. H. Brown, Dist. Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

JR:lmw

RECEIVED
OCT 27 1958
FOR FILING
T336(6)

5347

October 24, 1958

Twin City Construction Company and
Clarence Braden
404 North 7th Street
Pasco, Washington

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5347 for grading and paving, construction of two reinforced concrete deck girder bridges, and furnishing crushed materials in stock pile on Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway in Malheur County.

This award was based on your bid of $792,571.10 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED

File

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT

F 326(6)

5347 When replying, refer to
08-35.4-0

October 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5347 for Oregon Project F-326(6), Gwynn-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway, to Twin City Construction Co. and Clarence Braden of Pasco, Washington, low bidder in the amount of $792,571.10 at the September 30, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By

E. H. Cowan

E. H. Cowan
Acting Division Engineer

NOTED
S. H. PROBERT

R

RECEIVED
OCT 22 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.5

F 326(6)

5347

October 20, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project F-326(6)
Gwynn-Jonesboro and Tunnel-
Namorf Sections of the Central
Oregon Highway - Adjustment
of Telephone Lines

Dear Sir:

We are today approving the agreement as evidenced by the exchange of letters between the State and Oregon-Washington Telephone Company dated September 29, 1958, covering relocation of telephone lines on Oregon Project F-326(6), Gwynn-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway.

Authorization is hereby granted to proceed as of October 16, 1958, with the necessary utility adjustments. Approval is subject to the provisions of PPM 30-4.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

copy to: [illegible]

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[illegible]

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OCT 17 1958
FOR FILING

F-326(6)

5347

October 16, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are submitting herewith the following data in connection with adjusting the Oregon Washington Telephone Company's line on the Gayma Undercrossing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway in Malheur County, Project F-326(6):

1. Copies of Assistant Counsel's letter which establishes the obligation of the State to reimburse the Company.

2. Copies of the estimate submitted by the Company.

3. Sketches prepared by the Company covering revisions to its line.

Your approval of the agreement between the State and the Company and authorization to proceed with the work under the provisions of PPM 30-4 are requested.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

R

RECEIVED
SEP 19 1958
FOR FILING

F-326(6)

5347

September 18, 1958

Mr. L. V. Chesmoe, Division Engineer
Union Pacific Railroad Company
Pocatello, Idaho

Dear Sir:

We are mailing, under separate cover, a copy of the special provisions and plans covering structures, grading and paving work on the Ogynn Undercrossing-Jonesboro Section and Tunnel-Namorf Section of the Central Oregon Highway in Malheur County, bids for which are to be received in Salem on September 30, 1958.

In general, the work to be performed under the contract will not interfere with railroad facilities except for fill encroachment between highway Stations 515+50 and 526+50 and construction of U. S. Bureau of Reclamation Access Road leaving the highway at Station 523+40 on the Tunnel-Namorf Section as indicated on sheets 19 and 20 of the plans.

Provisions call for the contractor to protect your company's tracks, facilities or any communication lines and appurtenances thereof, and also that he furnish railroad public liability and property damage liability insurance in addition to his regular insurance coverage.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

JR:bb

cc: G. S. Paxson
J. W. DeSousa
Mr. R. M. Brown, Dist. Engr.
Union Pacific Railroad Co.
829 Pittock Block
Portland 5, Oregon

RECEIVED
NOV 13 1958
FOR FILING

E 3[illegible] (6)

5347

Salem, Oregon
September 16, 1958

Agenda Item 1B-5

File No. 25829 - Bureau of Reclamation
Tunnel-Namorf Unit
Central Oregon Highway
Malheur County

R. L. Porter
Right of Way Engineer
O f f i c e

Attached are three copies of a "Right of Way Easement" with the Bureau of Reclamation covering right of way easement on the Tunnel-Namorf Unit of the Central Oregon Highway in Malheur County. Two of the copies have been executed by the State Highway Commission, and are ready for the signature of the Regional Director, Bureau of Reclamation.

When fully signed please return one copy to this office for the Commission's files. A conformed copy has been retained pending receipt of signed copy.

Secretary

rn
Attach: 3

REFERRED TO [illegible]
BY SECRETARY

FORM 230—5011—2-57—1476

AGENDA
SEP 11 1958

1B-5
1B-5

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1958

SUBJECT: AGENDA ITEM FOR SEPT. 11-12 MEETING
File No. 25829 - Bureau of Reclamation
Tunnel-Namorf Unit
Central Oregon Highway
Malheur County

To:
Mr. H. B. Glaisyer
Secretary
Office

1 copy in suspense

Please place on the next Agenda the matter of considering an agreement with the Bureau of Reclamation concerning a right of way easement on the above project.

In case the Commission approves this transaction, there are enclosed herewith three copies of a right of way easement for their execution. When these copies are signed, please return them to this office for further handling.

After execution by the Government, a fully executed copy will be furnished to you for your records.

R. L. Porter

R. L. PORTER
Right of Way Engineer

RLP:zg
Enclosures

Ⓐ
2 COPIES TO
BE SIGNED

R.E.

RECEIVED
SEP 16 1958
FOR FILING

File

F-326(6)

5347 When replying, refer to
08-35.4-0

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project F-326(6), Gwynn Undercrossing-Jonesboro and Tunnel-Namorf Sections of the Central Oregon Highway. This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C. O. Polk
Division Engineer

By: E. H. Cowan
Acting Division Engineer

NOTED
FORREST COOPER

Orig to SHP

FORM E-123 X 25M

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
SEP 1958
FOR FILING
F-326(C)
5347

W. C. Will

September 9, 1958

Mr. C. E. Lisher
Superintendent
Union Pacific Railroad Company
Pocatello, Idaho

Dear Mr. Lisher:

Reference is made to your letter of September 3 and the attached maps showing property to which you claim ownership on the Nemorf-Tunnel Section of our Central Oregon Highway.

Our Title Section has made an exhaustive search of title to the property lying easterly of the center line of Section 6 as shown on the 1" to 400' scale map which you sent us. It advises that the property, except for the normal right-of-way width which I assume to be 200 feet, is owned by Phillip Coyne. We have had considerable dealings with Mr. Coyne and at one time filed condemnation proceedings against him, but I understand that the purchase of the right of way has now been settled out of court. I have further been advised that the title insurance companies have agreed to insure our title to the right of way as obtained from Mr. Coyne.

The only easement which we would need on your right of way would be in the section lying to the west of the center line of Section 6 and as described in the letter to you dated August 22. In view of this, we would appreciate your early consideration of our request of August 22 for the easement described.

Very truly yours,

W. C. Williams
State Highway Engineer

By Original signed
G. S. Paxson

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. R. M. Brown
Mr. W. C. Williams
Mr. Tom Edwards
Mr. R. L. Porter

RECEIVED
SEP 4 - 1958
FOR FILING
F 326(6)
5347

Salem, Oregon
September 4, 1958

BPR authorization to proceed with
acquisition of rights of way

Mr. R. L. Porter
Right of Way Engineer
Office

As of August 28, 1958, we have authorization of the Bureau of Public Roads to proceed with the acquisition of rights of way for the below described project:

Gwynn-Namorf Section of the Central Oregon Highway in Malheur County. Length 10.74 miles. Prefix 23-2504.

S. H. Probert
Office Engineer

SHP:cr

24-3459 Detroit Maint. Building 1958
#5348

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)
April 6, 1959

(CONTRACT NO.) 5240	(EST. NO.)	(CONTRACTOR)	
5348	5 Final	Meyer Construction Co.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7591	H240861	$ 2,807.37	4/6/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **70 workdays from November 3, 1958**

Time Extensions: **None of record**

Completion Date: **March 12, 1959**

Date Accepted: **April 16, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **April 16, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: gc

NOTED ON CARD
gc

RECEIVED
MAR 27 1959
FOR FILING

[illegible]

534

Mar. 26, 1959

CERTIFIED MAIL

The Aetna Casualty & Surety Co.
Portland Service Dept.
300 Yeon Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5348, for Detroit Maintenance Building in Marion County was completed by the contractor, Meyer Construction Co., on Mar. 12, 1959, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $2,807.37 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $28,397.94, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: George W. Hobbs Co.
Silverton
Oregon

NOTED ON CARD

RECEIVED
NOV 20 1958
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

24-3459

5348

Nov. 20, 1958

Meyer Construction Co.
208 Masonic Bldg.
Silverton, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5348, awarded Oct. 23, 1958, for Detroit Maintenance Building in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING

24-3459

5348

October 24, 1958

Meyer Construction Co.
P. O. Box 223
Silverton, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5348 for construction of a maintenance building east of Detroit in Marion County.

This award was based on your bid of $27,114.00 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

R

RECEIVED
SEP 15 1958
FOR FILING

24-2459

#3419

September 12, 1958

Sullivan's Electric
Stayton, Oregon

Attention: Mrs. Winifred Sullivan

Dear Mrs. Sullivan:

In your letter of September 10, 1958, received in today's mail, you request information on the wiring and the electric work for a new warehouse that is to be built by the State Highway Commission between Detroit and Idanha.

I am sorry but the plans for this structure have not as yet been prepared; in fact, it was only yesterday that the State Highway Commission authorized the Engineer to proceed with construction of the building. I have consulted with the Engineer and he advises me that it will be several months before bids will be called for this project. In the meantime other projects may come up in which you are interested. Accordingly, I am having your name placed on the mailing list to receive copies of our "Notice to Contractors" as it is issued from time to time listing work on which bids are to be received by the Commission. In these notices should you find the project that you are interested in, drop us a note and we will be glad to send you plans and specifications at a cost of $2.00 for each set.

In the event the estimated cost of the project is $10,00 or more it will be necessary for you to prequalify before we can furnish you with bidding forms. For your convenience in establishing a prequalification rating with us I enclose two copies of a form, one of which you should fill in and return to this office; the other you may keep. We will determine your prequalification rating and advise you when that has been done.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc
Encls.

cc: Cecil Head

SULLIVAN'S ELECTRIC
Stayton, Ore.
Sept. 10, 1958

State Highway Dept.
Salem, Ore.

Gentlemen:

We understand there is a new ware house being built between Detroit and Idahana for the State Highway. We would like to have information on the wiring and a chance to give a bid on this project. We would also appreciate any other information on other projects of this kind and would like to be on your mailing list for any electrical work that may come up in the future.

Thank you so much for your consideration.

Sincerely,

SULLIVAN'S ELECTRIC
by

(Mrs) Winifred Sullivan

RECEIVED
SEP 12 1958
OREGON
STATE HIGHWAY COMMISSION

ANSWERED
H. B. GLAISYER

RECEIVED
SEP 1 - 1958
FOR FILING

24-3459

5348

To:

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1958

SUBJECT: Proposed Maintenance Station
Detroit

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

I am submitting herewith a sketch and profile showing the proposed Maintenance Station at Detroit and requesting that the contract be awarded for the construction of the maintenance building at the earliest possible time. We are recommending a building 36' x 110'8", identical with drawing No. 10939, which shows the maintenance shed constructed at Sisters.

Mr. Walker would like the return of the profile and platted sections as soon as possible so that the grading can be started immediately on the site for the building.

E Hchidsey
E. F. Chidsey
Assistant Maintenance Engineer

EFC:hl
Enclosures

cc: F. D. Walker

NOTED
P. M. STEPHENSON

RECEIVED
SEP 3 - 1958
FOR FILING
24-3459
5348

September 2, 1958

Oregon State Highway Commission

Gentlemen:

On July 22, 1954, we were granted a special use permit by the U. S. Forest Service to use a portion of its property near Detroit, Oregon, for a section maintenance station. This property consisted of a motor repair shop building and the surrounding ground.

This special use permit could be cancelled at any time by the Regional Forester. We have now received a letter from the Regional Forester requesting that we vacate the premises by January 1, 1959.

We have investigated various building locations in the vicinity of Detroit and have located a site approximately 0.9 mile east of Detroit and adjacent to the North Santiam Highway. This site can be developed as a suitable section headquarters. The land, approximately 3.3 acres, was owned by Marion County. The County officials have now deeded this property to the State.

It is recommended that approval be given for the development of the site and the construction of a 36' x 111' standard masonry block maintenance building. The estimated cost is $30,000, which includes preparation of the site, surfacing, and fencing.

The 1958 budget contained an item of $25,000 for a maintenance station on the Baldock Freeway. The construction of this station is to be deferred, so it is proposed to transfer that money to the Detroit Maintenance building project. The additional $5,000 can be obtained from savings on other maintenance building projects.

We would like to call for bids for this building as soon as possible so that it could be constructed and occupied before the winter season arrives.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. P. M. Stephenson
Mr. C. H. Maison
PMS:er fn

RECEIVED
FORM K-30 50M 8-57—6562

FOR FILING

24-3459

5348

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 21, 1958

SUBJECT: Detroit Maintenance Station

To:

P. M. Stephenson
Assistant State Highway Engineer

We have been requested by the US Forest Service to vacate, as of January 1, 1959, the premises at Detroit occupied by our Section Crew.

Mr. Walker and Mr. Wimer have investigated building locations and have located a site .9 mile east of Detroit that is suitable and owned by Marion County. Marion County has been contacted, and they have deeded us the portion of the property needed for the new building site. A small corner of adjacent forest land is being covered by a Forest Service Use Permit.

This building was not listed in our 1958 maintenance station improvement budget, but the construction of the building must be undertaken to comply with their vacation request. We have been unable to proceed with the construction of the Baldock Maintenance Station which was included in the 1958 budget, and we presume the $25,000 set up for the Baldock station may be transferred to cover the cost of the one at Detroit.

The Parks Department have requested that we include one storage bay in the proposed Detroit building for their use, and, consequently, we propose to construct a standard masonry block building, 36' x 111'.

The Division Office has prepared a sketch map showing contours and the proposed location of the building. We recommend that this map be referred to the Bridge Division for preparation of plans so that this building may be let to contract at the earliest possible date.

We are issuing a Building Improvement Work Order to cover the clearing, grubbing, grading, and surfacing of the site, which work can be started next week, so that the ground will be ready for the contractor when the building job is let.

With your approval we will proceed with this project.

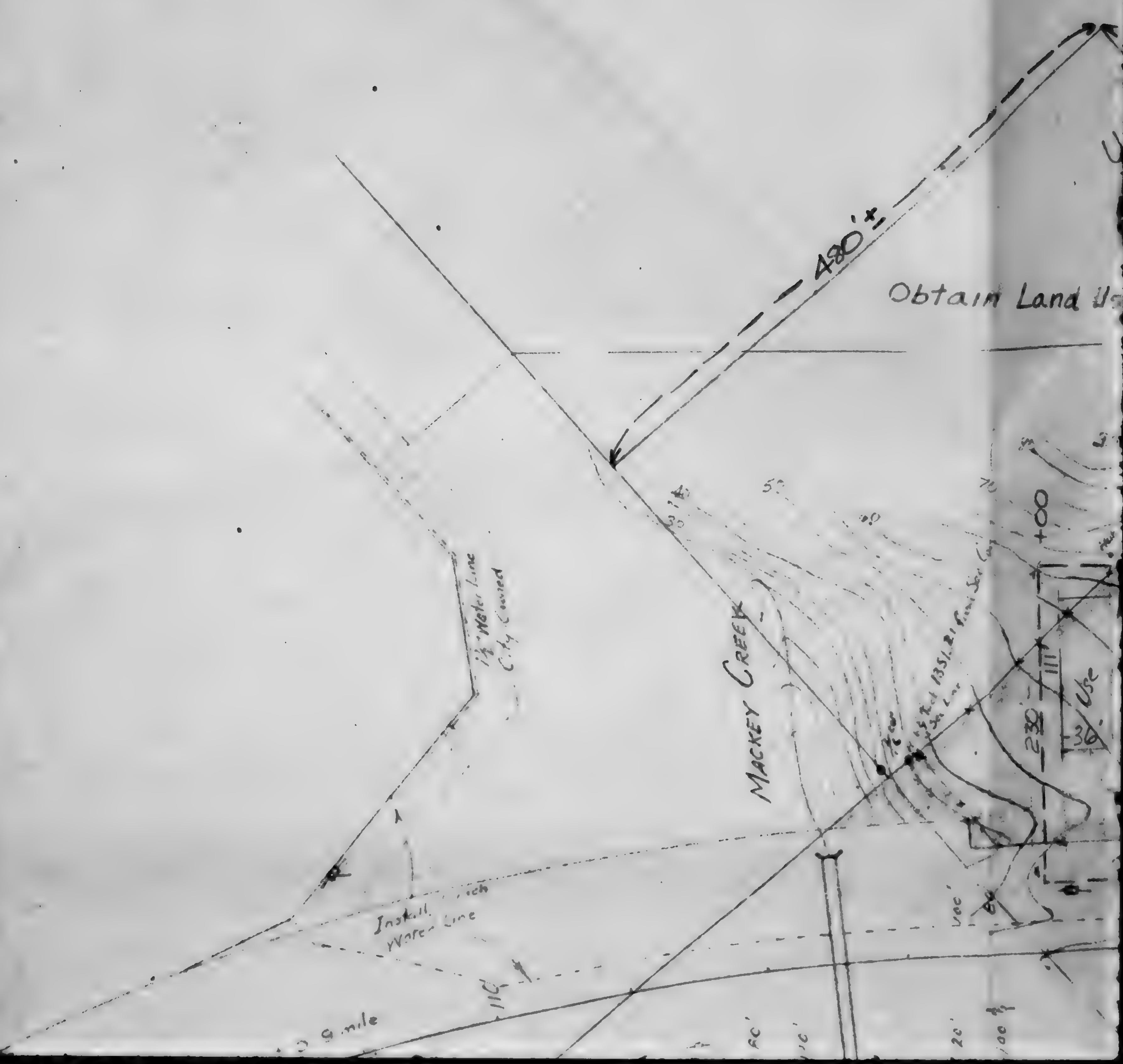
I. A. DeFrance
Maintenance Engineer

NOTED
P. M. STEPHENSON

IAD:je
Enclosure

CC: J. D. Walker

Note: Location or grade of Building not final.
Will be given Carl in a few days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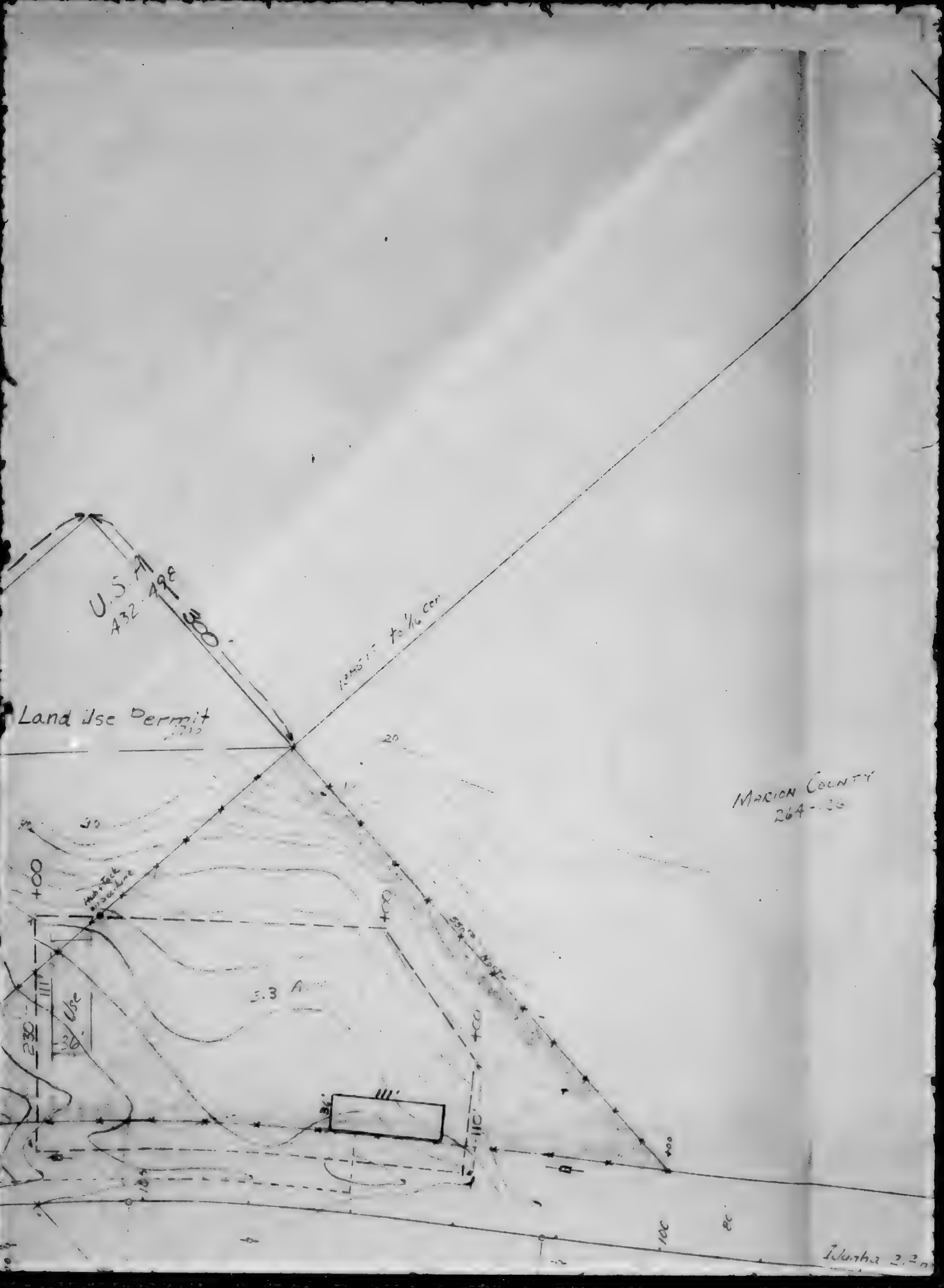
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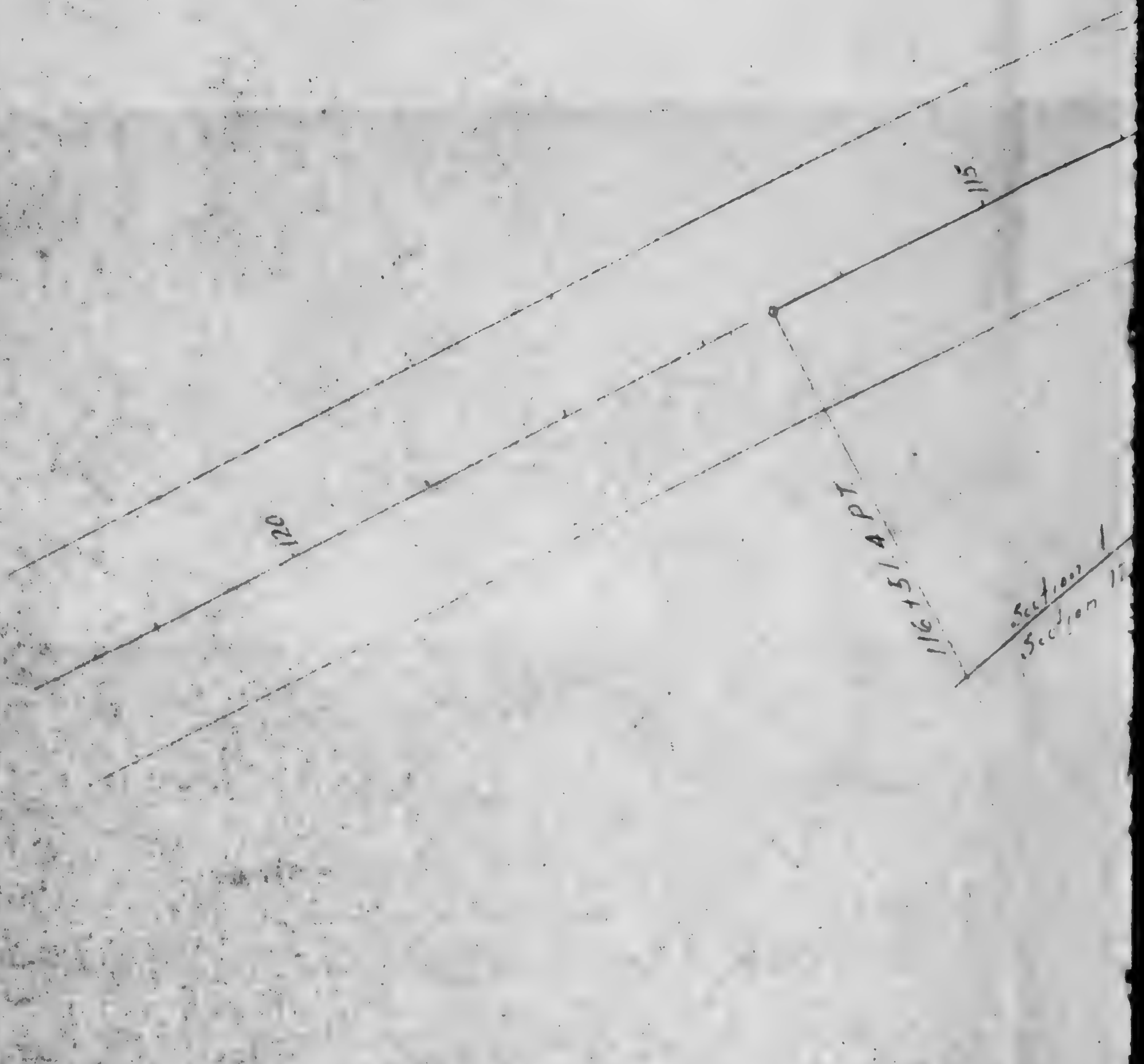
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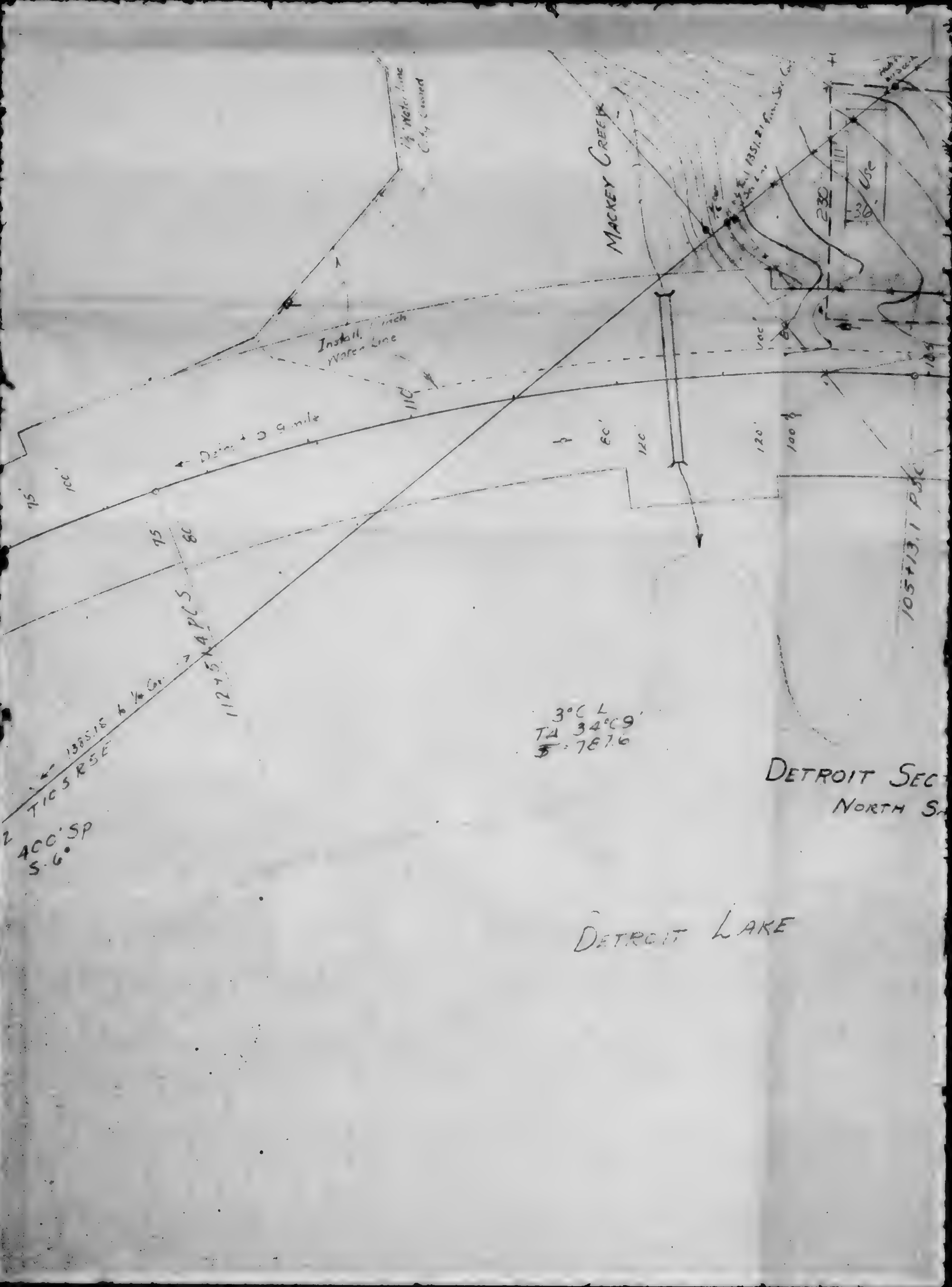
Section 1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MACKEY CREEK
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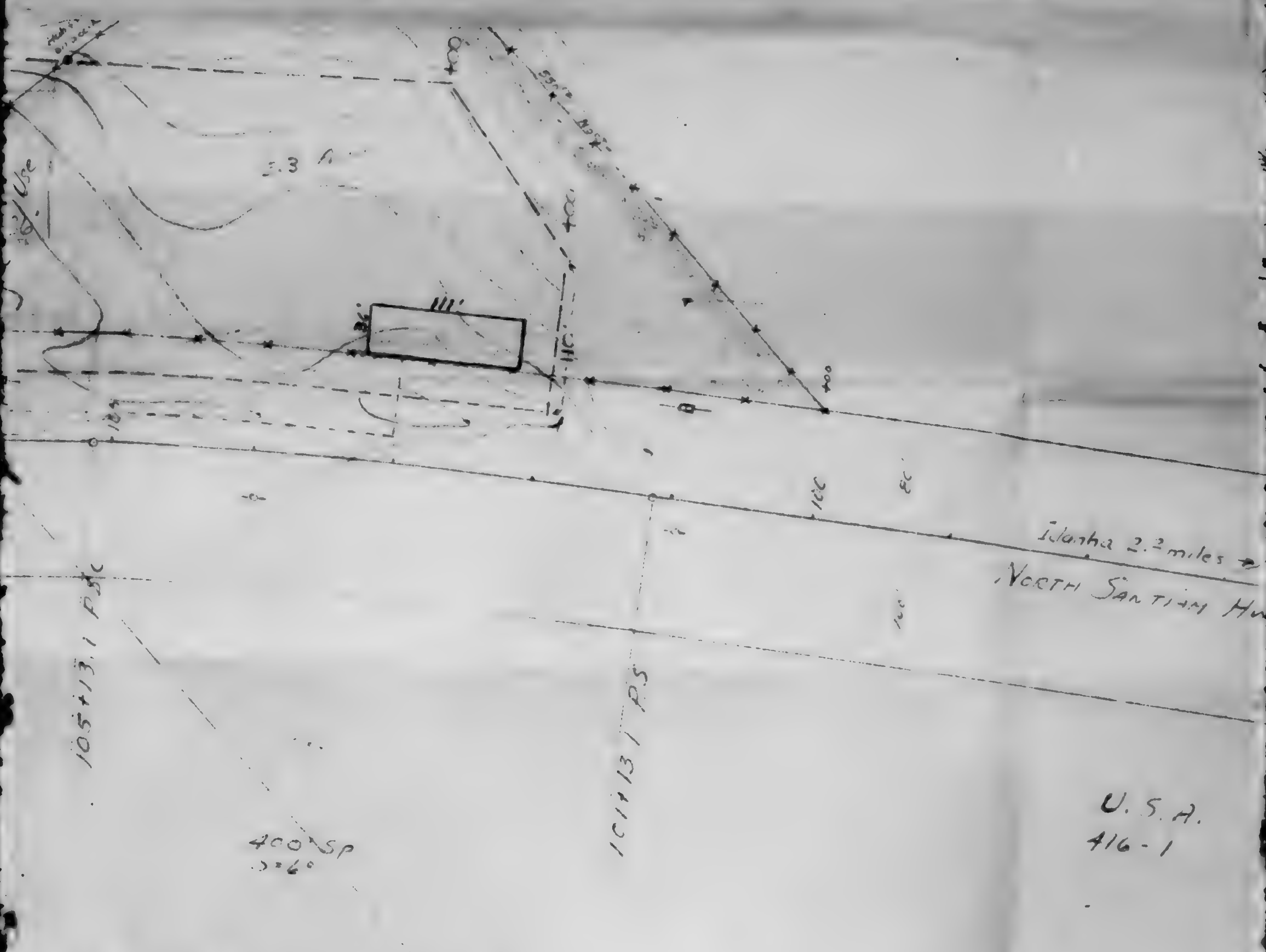
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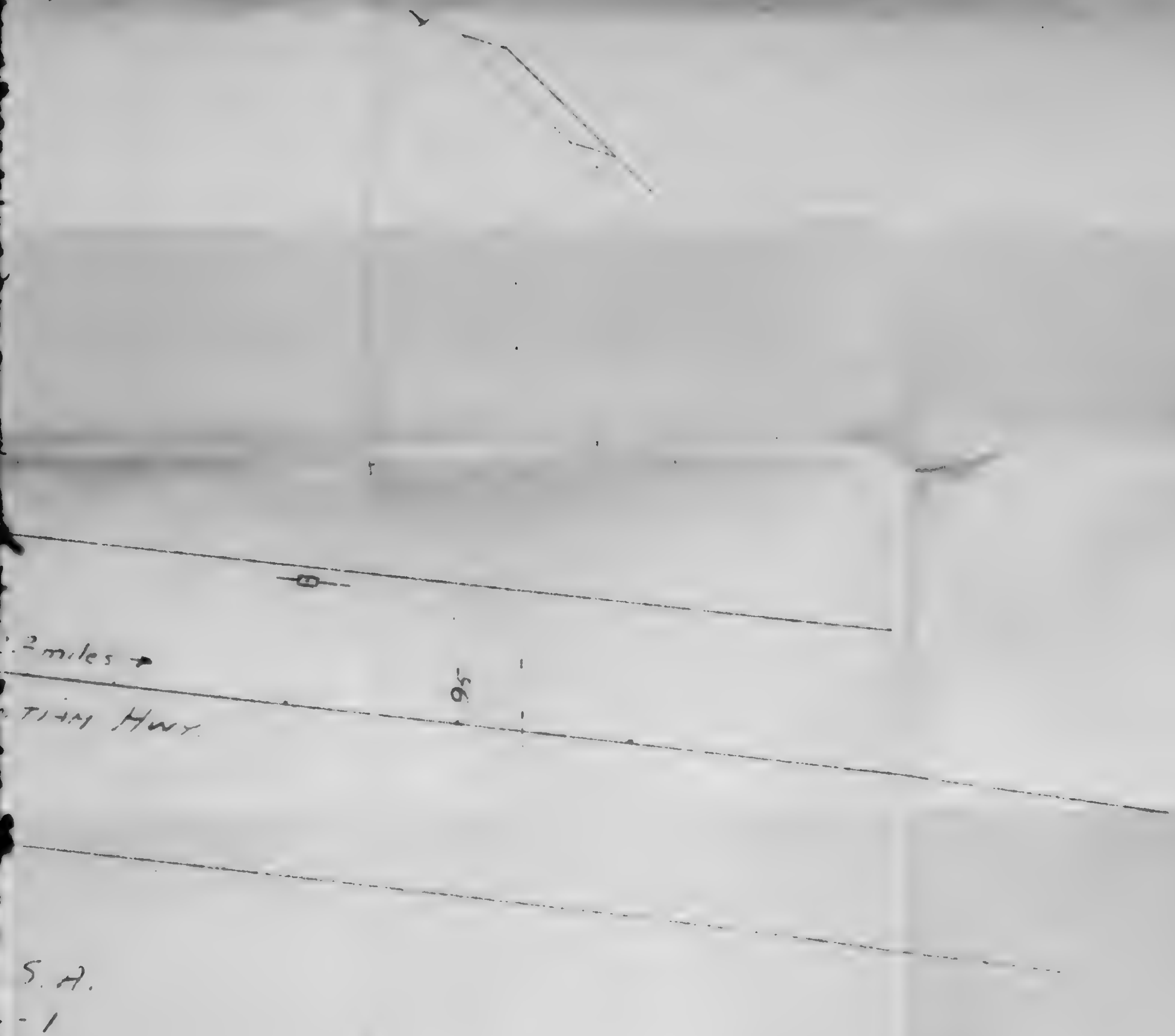.2 miles →
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RECEIVED
SEP [illegible] - 1958
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
WILLAMETTE NATIONAL FOREST

ADDRESS REPLY TO
FOREST SUPERVISOR
AND REFER TO
24-3459
5348 U

EUGENE, OREGON

July 14, 1958

USES-Willamette
Oregon State Highway Dept.
Detroit

Oregon State Highway Department
Salem, Oregon

Attn: Mr. W. C. Williams

Dear Mr. Williams:

You will recall our August 28, 1956 letter where we let you know we would need the repair shop building at Detroit prior to reorganizing the District.

The time has come for this change. By late fall the Detroit Ranger District will be divided to form an additional District. We will need the building you now have under permit for storage of our equipment and materials.

We would appreciate it if you would vacate the building by December 31 of this year. We hope this early notice gives you adequate time to find other quarters for your highway maintenance operations.

Very truly yours,

ROBERT AUFDERHEIDE, Forest Supervisor

By: Loyd Bransford

cc: Detroit

Copy forwarded to Mr. De France 7-15. er

RECEIVED
JUL 15 1958
OREGON
STATE HIGHWAY COMMISSION

NOTED
P. M. STEPHENSON

I-5-4(24) Battle Cr. Jct.-N. Albany 1958
235 Jct. Sec. of Pacific Hwy.
#5349

Contract 5349.

11B

Monthly acceptance number RECEIVED 8-88 1960	For -2A (5 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate **Oregon**
Project report number FOR FILING 20 I-5-4 (24)235 5349	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County **Linn & Marion**
		Project number **I-5-4(24)235**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 12**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project $ **49,582**

Revised Federal funds $ **45,510**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **11** day of **August**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

August 10, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modified project agreement, signed by the Highway Commission, for the Battle Creek Jct.-N. Albany Jct. Section, Project No. I-5-4(24)235.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:sw

Encl.

Contract 5349

A

RECEIVED
1958
FOR FILING

Monthly Transaction No. 13-40	Form (5-28-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	**Oregon**
		County **Linn & Marion**
Project Report No. I 5-4 (24)235	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-5-4(24)235**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

5349

Project termini **Battle Creek Junction to North Albany Junction, on U.S. 99.**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	9-15-58	14.1
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 47,193.00	Federal funds $ 43,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By ______________________

(title)

By ______________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Battle Creek Junction-North Albany Junction Section, Project No. I-5-4(24)235

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Battle Creek Junction-N. Albany Junction Section, Project No. I-5-4(24)235.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project No. I-5-4(24)235

BATTLE CREEK JUNCTION-N. ALBANY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1958

Type Code X005
Roadside Improvement (Sta. 559+00 to Sta. 1027+00)
(Contract No. 5349)

Clearing and Grubbing	All	Required	$	$ 535.00
General Excavation, Unclassified	300	Cu. Yds.	0.50	150.00
Tractor and Dozer	48	Hours	12.50	600.00
Furnishing and Placing Topsoil	4,100	Cu. Yds.	1.50	6,150.00
8-Inch Metal Drain Pipe	60	Lin. Ft.	1.75	105.00
Corrugated Metal Catch Inlets	2	Only	45.00	90.00
Furnishing and Planting Trees	900	Only	4.90	4,410.00
Furnishing and Planting Shrubs	11,000	Only	1.25	13,750.00
Furnishing and Planting Vines	19,000	Only	0.34	6,460.00
Seeding Roadside Areas	36	Acres	110.00	3,960.00
Grass Seed, Creeping Red Fescue	500	Lbs.	0.60	300.00
Grass Seed, Chewing Fescue	500	Lbs.	0.55	275.00
Organic Fertilizer 5-3-2	120	C. wt.	5.50	660.00
Inorganic Fertilizer 16-16-8	146	C. wt.	4.85	708.10
Sawdust	310	Units	15.00	4,650.00
				$42,803.10
Flagging (57½% of Contractor's Cost)	All	Required		100.00
		Subtotal		$42,903.10
		10% Engr. & Cont.		4,290.31
		Total		$47,193.41

Length of Project - - - - - - - - - - - - - 14.116 Miles
Cost of Project Per Mile - - - - - - - - - $3,343.25

Federal Funds -	$44,500.00
State Funds -	2,693.41
	$47,193.41

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-4(24)235

BATTLE CREEK JUNCTION-N. ALBANY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN MARION AND LINN COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon September 5, 1958

Type Code Y005
Roadside Improvement (Sta. 559+00 to Sta. 1027+00)

Clearing and Grubbing	All	Required	$	$ 500.00
General Excavation, Unclassified	300	cu. yds.	1.00	300.00
Tractor and Dozer	48	hours	15.00	720.00
Furnishing and Placing Topsoil	4,100	cu. yds.	2.00	8,200.00
8-inch Metal Drain Pipe	60	lin. ft.	2.50	150.00
Corrugated Metal Catch Inlets	2	only	50.00	100.00
Furnishing and Planting Trees	900	only	6.50	5,850.00
Furnishing and Planting Shrubs	11,000	only	2.50	27,500.00
Furnishing and Planting Vines	19,000	only	.50	9,500.00
Seeding Roadside Areas	36	acres	300.00	10,800.00
Grass Seed, Creeping Red Fescue	500	lbs.	.75	375.00
Grass Seed, Chewing Fescue	500	lbs.	.75	375.00
Organic Fertilizer 5-3-2	120	Cwt.	5.00	600.00
Inorganic Fertilizer 10-16-8	146	Cwt.	5.00	730.00
Sawdust	310	units	15.00	4,650.00
				$ 70,350.00
Flagging (57½% of Contractors Cost)	All	Required		100.00
	Subtotal			$ 70,450.00
	10% Engr. & Cont.			7,045.00
	Total			$ 77,495.00

Length of Project. . . . . 14.116 miles
Cost of Project per mile $5,489.86

Federal Funds	$ 71,500.00
State Funds	5,995.00
	$ 77,495.00

A

RECEIVED
MAR 28 1960
FOR FILING
J 5-4 (24) 235
5349

March 25, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway contract #5349 for roadside improvement on Battle Creek Jct.-North Albany Jct. Section of Pacific Highway in Marion-Linn Counties was completed by the contractor, Knight Pearcy & Kenneth E. Nielsen, on December 16, 1959, and was formally accepted by the Highway Commission on January 28, 1960.

Final payment in the amount of $1,445.47 will be released to the contractor on or after April 4, 1960. The total contract amount is $46,044.99, of which amount $32.08 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

A

RECEIVED
FEB 16 1960
FOR FILING
I 5 # 241-35

5349

February 16, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Knight Pearcy & Kenneth E. Nielsen on contract #5349 for roadside improvement on the Battle Creek Jct.-North Albany Jct. Section of Pacific Highway in Marion-Linn Counties.

This payment, in the amount of $2,181.64, will be released to contractor on or after February 26, 1960. The retained percentage is $1,378.37.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)—

I-5-4(24)235
5349

A

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 7, 1960

Section BATTLE CREEK - N ALBANY JCT

Kind of work ROADSIDE IMPROVEMENT

Highway PACIFIC County MARION & LINN

Section prefix 624-1040

Contractor KNIGHT PEARCY & KENNETH E. NIELSEN

Contract number 5349

Date of contract October 23, 1958

Specified work days 130

Date work started October 7, 1958

Work days used 72

Project authorization $ 48,265.99

Exclusive of engineering $ 44,833.74

Per cent of time elapsed 55 %

Estimated cost of completed project, exclusive of engineering $ 45,977.36

Estimated per cent overrun or underrun 2.14 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 3532.25

Engineering cost to date $ 3322.18, 94 %

Date project was completed December 16, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Completed work on Semi Final Estimate and submitted same February 2, 1960.

FINAL REPORT.

CONSTRUCTION DIVISION
RECEIVED
FEB 5 1960
NOTED-
CE DCE ACE COE

Noted
M. N. [illegible]

NOTED

Signed Arthur Duffy

Address 214 Laboratory Building, Salem.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	Roadside Improvement	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		14.12			
Miles partially completed					
Miles completed		14.12			
Total estimated quantities (contract) ..					
Total quantities corrected to date					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
DEC 31 1959
FOR FILING

I 5 4(24)235

5349

December 29, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on December 16, 1959, on Contract No. 5349, Battle Creek Jct.-N. Albany Jct. Section, in Marion and Linn Counties, in connection with Federal Aid Project No. I-5-4(24)235.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. [illegible]

DBP:sm

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NOV 26 1958
FOR FILING

4:24)

5349

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 26, 1958

Knight Pearcy &
Kenneth E. Nielsen
P. O. Box 12
Salem, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5349, awarded Oct. 23, 1958, for roadside improvement on the Battle Creek Junction-N. Albany Junction Section of the Pacific Highway in Marion and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

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NOV 25 1958
FOR FILING

I 5-4(24)235
5349

1

November 24, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Battle Creek Junction-North Albany Junction Section of the Pacific Highway in Marion and Linn Counties, Contract No. 5349, in connection with Federal Aid Project No. I-5-4(24)235.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

RECEIVED
NOV 12 1958
FOR FILING

I-5-4(24)

5349

November 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 7, 1958, on Contract No. 5349, Battle Creek Jct.-N. Albany Jct. Section, in Marion and Linn Counties, in connection with Federal Aid Project No. I-5-4(24)235.

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

Forrest Cooper
Deputy State Highway Engineer

RECEIVED
OCT 27 1958
FOR FILING
I-5-4(34)255

5349

A

October 24, 1958

Knight Pearcy & Kenneth E. Nielsen
P. O. Box 12
Salem, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5349 for roadside improvement on Battle Creek Junction-North Albany Junction section of the Pacific Highway in Marion and Linn Counties.

This award was based on your bid of $42,803.10 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Mark Astrup

RECEIVED
NOV 7 - 1958
FOR FILING
I-5-4(24)235

5349

OREGON STATE HIGHWAY DEPARTMENT

Notification of Commencement and Completion Dates for Contract Projects

Section	Battle Cr. Jct. - N. Albany Jct.	Contract No.	5349
Kind of Work	Roadside Improvement	F. A. Project No.	I-5-4(24)235
Highway	Pacific	Date of Award of Contract	October 23, 1958
County	Marion & Linn	Specified Work Days	130
Contractor	Knight Pearcy & Kenneth E. Nielsen	Work Days Start	November 3, 1958

First Notification:

BPR EOR

Commencement date October 7, 1958 +

Second Notification:

Completion date .... Work Days Used ....

Estimate of date on which contractor will complete the removal of equipment and plant and the cleaning up of the site ....

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site ....

Date November 5, 1958

Glenn A. Starkey
Glenn A. Starkey
Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning up of the site is completed. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Office Engineer or the Bridge Engineer at Salem. The duplicate copy is to be sent to the Division Engineer. The triplicate copy is to be retained by the Resident Engineer.

State Printing 97719

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4-0

October 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of contract No. 5349 for Oregon Project I-5-4(24)235, Battle Creek Junction-North Albany Junction Section of the Pacific Highway (Roadside Improvement), to Knight Pearcy & Kenneth E. Nielson of Salem, Oregon, low bidder in the amount of $42,803.10 at the September 30, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By
E. H. Cowan
E. H. Cowan
Acting Division Engineer

NOTED
S. H. PROBERT

RECEIVED
SEP [illegible] 1958
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

I-5-4(24)235

5344 When replying, refer to
08-35.4

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved P. S. and E. documents for Oregon Project I-5-4(24)235, (Roadside Improvement) Battle Creek Junction-N. Albany Junction Section of the Pacific Highway in Marion and Linn counties. This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
SEP 17 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DS-406(1) N. Unit, Bomber Range Rd. 1958
S-406(2) Sec.
#5350

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

DATE	BILLING REQ. NO.	YOUR ORDER NO.	INVOICE NUMBER
5/10/60	CC 603		64849

CREDIT DISTRIBUTION
525-1031-297

[illegible] 5350
[illegible]

Morrow County
Heppner, Oregon

Attn: County Court

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: North Unit, Bomber Range Road, FAS 839, covered by agreement dated 9/18/58			
Original advance deposit	$21,350.00		
Less amount previously transferred	14,750.00		
Balance in advance deposit		$6,600.00	
County share costs as per attached statement	$14,822.37		
Less amount previously transferred	14,750.00		
Balance		72.37	
To be refunded		$6,527.63	

NOTED
C. G. SWENSON

RECEIVED
[illegible] 10 1960

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $ ______
By ______

A-150 (REVISED 12-59)

FORM E-123-X 50M 6-59

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

May 9, 1960

Morrow County Court
Courthouse
Heppner, Oregon

file

Gentlemen:

Final costs are now available for the West Unit, Heppner-Forest Boundary Section of FAS 682, Contract No. 4999; the Gilliam County Line-McNab Section of FAS 573, Contract No. 5182; and the North Unit, Bomber Range Road Section of FAS 829, Contract No. 5350; as shown in the attached cost statements. The cost statement for the West Unit, Forest Boundary Section was mailed to Morrow County on July 16, 1959.

In accordance with agreements signed 6/27/57, 5/1/58, and 9/18/58, refunds of $1,909.44, $2,423.89, and $6,527.63 are due the County in connection with these projects. These refunds, totaling $10,860.96, will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

H. S. Cox
Assistant County & City Relations Engineer

HSC:mm
Att.

RECEIVED
C - 2 1959
FOR FILING

W. C. Williams

TED
W. C. WILLIAMS

A

November 25, 1959

FINAL COST ANALYSIS

N. Unit, Bomber Range Rd. Sec.
Contract No. 5350

Stone Leveling Course & Oiling
Contractor: Dorman Construction Co.
Resident Engineer: C. C. McKinney

Bomber Range Road
Prefix No. 525-1031

[illegible]
2 4[illegible]
-5350

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Preparation of Subgrade	9.34	Mile	175.00	157.93	1,475.07	1,634.50
*1"-0 Mat'l in Leveling Course	27,633.62	Ton	1.50	1.49	41,220.01	41,450.43
*Sprinkling	1,007.2	M-Gal.	3.00	1.50	1,514.23	3,021.60
*Preparation of Base	9.34	Mile	175.00	167.50	1,564.51	1,634.50
*1"-0 Mat'l in Binder Course	1,544.82	Ton	2.35	2.18	3,374.98	3,630.33
*Furnish & Place Aggregates	3,613.04	Ton	2.75	2.48	8,977.35	9,935.86
*MC-2 Asphalt in Binder	171.97	Ton	50.00	45.00	7,738.65	8,598.50
*120-150 Asphalt	188.03	Ton	43.50	42.00	7,897.26	8,179.31
*RS-1 Asphalt	109.98	Ton	44.00	43.00	4,729.14	4,839.12
PA#1 Purchase excess 1/2"-1/4" Crushed Mat'l in Stockpile	1,000.8	Cu. Yd.	1.50	1.19	1,195.34	1,501.20
					$ 79,686.54	$ 84,425.35

Gross Revenue	$ 84,425.35
Total Cost	79,686.54
Net Profit	$ 4,738.81

Net Profit equals 5.61% of Gross Revenue

* Horton Construction Co. (all or in part)

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[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5350

Labor:		
Labor and Supervision	$ 12,856.96	
Labor Insurance and Health & Welfare	819.00	
Travel and Transportation	1,204.00	$ 14,879.96
Equipment Rental and Miscellaneous Supplies:		
Equipment Rental, Owned	16,199.46	
Equipment Rental, Hired with Operator	1,261.00	
Gas, Oil, and Grease	6,033.14	
Bond	522.00	
Freight and Postage	85.00	
Home Office and General Overhead	2,700.00	
Move in and Set up	7,989.50	
Small Tools and Misc. Supplies	200.00	34,990.10
Subcontractor:		
Horton Construction Company	29,816.48	29,816.48
TOTAL COST		$ 79,686.54

CRUSHING BREAKDOWN - Contract No. 5350

	Quantity	Unit	Cost	Unit Cost
Move In	34,143.39	Ton	12,922.99	.378
Feed Crusher	34,143.39	Ton	5,421.49	.158
Crushing	34,143.39	Ton	11,861.77	.347
	34,143.39	Ton	$ 30,206.25	.883
Haul to Road	27,434	Ton	11,141.42	.406
Weighing Cost	27,434	Ton	446.84	.016
Place and Process Base	27,434	Ton	5,024.34	.183
Total Cost of Crushing, Hauling, Placing Base	27,434	Ton	$ 40,821.79	1.487

The Crushing Plant operated 208 hours for an average of 164 cubic yards per working hour.

Remarks - Contract No. 5350

This was a "Federal Aid Secondary Project" consisting of the construction of 9.34 miles of stone leveling course and shoulders involving 27,633.62 tons of crushed gravel materials and the construction of 9.34 miles of type 0-9 oil mat wearing surface with binder course on the N. Unit, Bomber Range Road Section of the Bomber Range Road in Morrow County.

This project was bid on September 30, 1958, awarded October 23, 1958, and completed May 29, 1959.

The Contractor moved in part of his crushing plant and one D-8 caterpillar dozer during the week ending October 10, 1958. The dozer did some prospecting and removal of overburden this same week.

The following week, the dozer continued to strip the pit while the balance of the crushing plant was moved in and assembled. Equipment and the plant were repaired during this same period.

Trial runs of the crusher were made on Thursday, October 23rd, adjustments made on Friday and samples obtained and sent in for testing. One #12 caterpillar grader, one 10-ton 3-wheel roller, and 2 water trucks were used to prepare the subgrade prior to placing the base material.

The Contractor was in full operation on Monday, October 27th. The crusher was fed by a D-8 dozer and a #6 caterpillar tractor with scoop loader. Five 18-cubic yard semi-dump trucks, and three 5-cubic yard dump trucks were hauling crushed material; two water trucks, 1800 and 2300 gallon capacity, hauled water for the road; one 10-ton 3-wheel roller, one 13-wheel rubber tired pull type tamp with 4-wheel tractor; and two #12 caterpillar graders were used to process and level the base material. Approximately 2000 tons of 1"-0 material was produced for stockpile and 7000 tons placed on the road.

The production of 1"-0 and oil aggregates was completed November 21, 1958. The plant was dismantled and ready for removal from the project. Hauling of base materials was completed December 4, 1958. The oiling was postponed for favorable weather.

Horton Construction Company moved their oiling equipment onto the project May 12, 1959 and began preparation of the base for binder the following Thursday. The placing of binder began Monday, May 18th, completed over the entire length of the project, and 60% of the first seal at the end of the week. The 0-9 in its entirety was completed on Thursday, May 28th. Blading and rolling shoulders was done on Friday.

Remarks Cont'd - Contract No. 5350

The large cost of "Move In" was due to the Contractor moving his equipment from a project in California. This would also account for the above normal cost of "Gas, Oil, and Grease". Had the above been different, the Contractor would have shown a much better margin of profit.

M. N. Juve
Chief Cost Analyst

By

G. K. Hanson

Form A-150—5M—6-50

NOTED
C. G. SWENSON

RECEIVED
NOV 18 1959

INVOICE

Oregon State Highway Department

SALEM, OREGON

Invoice No. 62894

Date November 17, 1959

Your Req. No.

Billing Request No. cc 544

Credit Distribution: 525-1031-29

Morrow County
Heppner
Oregon

Attn: County Court

Advance Deposit	$21,350.00
Partial transfer county's share total costs of North Unit, Bomber Range Road, FAS 829, covered by agreement dated 9/18/58	14,750.00
To be retained	$ 6,600.00

ACKNOWLEDGMENT OF BILLING REQUE

Cash Received with Request: $................

By ....

State Printing 21127

NOTED
V. R. JONES

NOTED
C. G. SWENSON

October 26, 1959

FA1729

Hon. O. E. Peterson
Morrow County Judge
Courthouse
Heppner, Oregon

NOTED
John F. Hagemann

NOTED
Harold C. Ayers

Dear Judge Peterson:

This is to confirm our telephone conversation of last Wednesday morning.

The Bomber Range Road will connect directly into the interchange at the junction of US 30 and US 730, and US 730 will be relocated from that point northeasterly. The construction division advises that it is anticipated this work will take place in approximately four years.

A print of the above mentioned interchange will be mailed to you when available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm

OSCAR E. PETERSON, *Judge*
HEPPNER, OREGON

E. O. FERGUSON, *Commissioner*
HEPPNER, OREGON

RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT

JUVENILE COURT

ROAD DEPARTMENT

October 19, 1959

RECEIVED
OCT 2 . 1959

[illegible] letter dated 10/15/59

C. G. Swenson, Engineer
County & City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

A short time ago, I received a letter from a Mr. Query of the State Highway Commission stating that there are tentative plans to reconstruct the Columbia River Highway (U.S. 30) from a point near Arlington to a junction with U.S. 730 east of Boardman. The letter or notice indicated that a four-lane highway is in the planning and that an opportunity for a hearing by interested persons would be given.

Now we are not interested in a hearing, at least as we now see it, but I, for one, would like a bit more information. In the sketch map which accompanied the letter, it appears that the junction with U. S. 730 east of Boardman is at exactly where our Bombing Range Road FAS829 connects with U.S. 30. Is this correct? Also, the sketch map indicates that there will be a relocated U.S. 730 from this point. Is that correct and also when, approximately, would this take place?

[illegible]

Now we find it a bit difficult here in our County to decide on our next F.A.S. project. Rhea Creek, FAS552 continued to Ruggs, has tentatively been decided upon. However, there is a lot of pressure to get another ten miles of FAS829 completed. Should this relocated U.S. 730 come up within the next year or so and connect at the point mentioned, it is possible that 829 will get the preference. We must make a decision soon on our project so kindly let me hear from you soon.

I noticed you had a copy of the letter sent to me, so, no doubt, you are familiar with it all. Thanking you,

Sincerely,

Oscar E. Peterson

Oscar E. Peterson
County Judge

OEP:mb

P.S. The members of our court will be together Wednesday afternoon. Could we have a reply by then or a telephone call, charge reversed.

O.E.P.

In Sunny Eastern Oregon Where Agriculture Flourishes

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

August 27, 1959

[illegible]
5350

(CONTRACT NO.) (EST. NO.) (CONTRACTOR)

5350 Est. [illegible] Final Do[illegible] Construction Co.

(VOUCHER NO.) (WARRANT NO.) (AMOUNT) (DATE)

20758 29428 $4,[illegible] 7/2/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **110 workdays from November 3, 1958**

Time Extensions: None of record

Completion Date: **May 29, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **August 28, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: AUG 28 1959

NOTED ON CARD
Jmc
9/3/59

A

RECEIVED
AUG 17 1959
FOR FILING

[illegible]
[illegible]
53

August 17, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5350 for stone leveling course and oiling the North Unit of Bomber Range Road in Morrow County was completed by the contractor, Dorman Construction Company, on May 29, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $4,009.10 will be released to the contractor on or after August 27, 1959. The total contract amount is $84,425.35, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
JUN 16 1959
FOR FILING

June 16, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to Dorman Construction Company a portion of the funds heretofore retained by the Commission on contract #5350 for stone leveling course-oiling the North Unit of Bomber Range Road in Morrow County.

This payment, in the amount of $36,036.35, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $2,487.10. The present payment will be released on or after June 26, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

NOTED

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

June 12, 1959

Morrow County Court, Fas 829, Maint Agree.
Courthouse
Heppner, Oregon

NOTED
John [illegible]

Gentlemen:

This is to advise you that work on Contract No. 5350, North Unit Bomber Range Road Section of FAS 829 was completed on May 29, 1959.

Under the terms of the agreement signed by the Court on September 18, 1958, and by the Highway Commission on October 23, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County & City Relations

JDG:cg

A

RECEIVED
JUN 12 1959

FOR FILING

DS 406(1)

S 406(2)

5350

June 11, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 29, 1959, on Contract No. 5350, N. Unit, Bomber Range Road Section, in Morrow County, in connection with Federal Aid Project No. DS-406(1), S-406(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:br

cc:

Form E-1-

S J-406 (1)
J-406 (2)
5350

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 5, 1959

Section N. Unit Bomber Range Road

Kind of work Stone Base & Oiling

Highway Bomber Range Road County Morrow

Section prefix 525-1031 DS 406 (1) S 406-(2)

Contractor Dorman Construction Co.

Contract number 5350

Date of contract 10/23/58, 19

Specified work days 110days beginning Nov. 3, 1958

Date work started 10/9/58, 19

Work days used 28

Project authorization $97,997.06

Exclusive of engineering $91,028.36

Per cent of time elapsed 25.5 %

Estimated cost of completed project, exclusive of engineering $ 83,000.00

Estimated per cent overrun or underrun ~~9.5~~ 9.5 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 6,968.64

Engineering cost to date $ 6250.00, 89.7 %

Date project was completed May 29, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Agreements for the purchase of excess materials and the checking of final records for the Semi-Final estimate are being prepared.

NOTED
JOHN [illegible]

CONSTRUCTION DIVISION
RECEIVED
JUN 8 1959

NOTED CE ACE ACE COE

Noted
M. N. Juv.

NOTE
C. E. PAULSEN

Signed E. C. McKinney

Address PO Box 635 Milton-Freewater, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		9.34		9.34	
Miles partially completed					
Miles completed		9.34		9.34	
Total estimated quantities (contract)		29340 T		490 T	
Total quantities corrected to date		27624 T		470 T	
Estimated quantities moved or placed to date		27624 T		470 T	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Showers		
Saturday			

5350

RECEIVED
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Monthly Transaction No. 12-34	For 2 (5-26-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. DS 406(1) 3 S 406(2) 5-52	**FEDERAL-AID PROJECT AGREEMENT**	County **Morrow**
		Project No. **S-406(2)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **From approx. 2.8 miles south to 9.3 miles south of Junction FA 1. (North Unit, Bomber Range Road Section), on a county road.**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		▨
Preliminary engineering		
Rights-of-Way		▨
Construction	9-5-58	6.5
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 67,150.00	Federal funds $ 37,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By
Deputy **State Highway Engineer**
(title)

By ____________________
____
(title)

By ____________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Department
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the N. Unit, Bomber Range Road Section, Project No. S-406(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement, for the N. Unit, Bomber Range Road Section, Project No. S-406(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid Secondary
Project No. S-406(2)

N. UNIT, BOMBER RANGE ROAD SECTION OF THE BOMBER RANGE ROAD IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1958

Type Code 3210
Roadway (Sta. 147+95 to Sta. 493+00)
(Contract No. 5350)

Preparation of Subgrade	6.54	Miles	$175.00	$ 1,144.50
1" - 0 Material in Leveling Course	20,607	Tons	1.50	30,910.50
Sprinkling	784	M-gals.	3.00	2,352.00
Preparation of Base	6.54	Miles	175.00	1,144.50
1" - 0 Material in Binder Course	1,100	Tons	2.35	2,585.00
Furnish and Place Aggregates	2,563	Tons	2.75	7,048.25
MC-2 Asphalt in Binder Course	120	Tons	50.00	6,000.00
120-150 Asphalt	140	Tons	43.50	6,090.00
RS-1 Asphalt	84	Tons	44.00	3,696.00
				$60,970.75
Flagging (57½% of Contractor's Cost)	All	Required		75.00
		Subtotal		$61,045.75
		10% Engr. & Cont.		6,104.57
		Total		$67,150.32

Length of Roadway . . . . 6.535 Miles
Cost of Roadway Per Mile $10,275.48

Federal Funds	$37,700.00
State Funds	11,650.00
County Funds	17,800.32
	$67,150.32

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939.
State Funds for Maint.: Chapter 529, laws 1939.

A

FORM E-123 5M 4-58

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1106 (2)
5350

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 14, 1958

Dorman Construction Co.
2818 East 1st St.
Vancouver, Wash.

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5350, awarded Oct. 23, 1958, for Stone Leveling Course and Oiling on the N. Unit, Bomber Range Road Section of Bomber Range Road in Morrow County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
NOV 14 1958
FOR FILING

[illegible]
S 406 (2)
5350

November 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 9, 1958, on Contract No. 5350, North Unit, Bomber Range Road Section, in Morrow County, in connection with Federal Aid Project No. DS-406(1), S-406(2).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-406(1)

N. UNIT, BOMBER RANGE ROAD SECTION OF THE BOMBER RANGE ROAD IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1958

Type Code 3210
Roadway (Sta. 0+11 to Sta. 147+95)
(Contract No. 5350)

Preparation of Subgrade	2.80	Miles	$175.00	$ 490.00
1" - 0 Material in Leveling Course	8,823	Tons	1.50	13,234.50
Sprinkling	336	M-gals.	3.00	1,008.00
Preparation of Base	2.80	Miles	175.00	490.00
1" - 0 Material in Binder Course	470	Tons	2.35	1,104.50
Furnish and Place Aggregates	1,097	Tons	2.75	3,016.75
MC-2 Asphalt in Binder Course	50	Tons	50.00	2,500.00
120-150 Asphalt	60	Tons	43.50	2,610.00
RS-1 Asphalt	36	Tons	44.00	1,584.00
				$26,037.75
Flagging (57½% of Contractor's Cost)	All	Required		25.00
		Subtotal		$26,062.75
		10% Engr. & Cont.		2,606.27
		Total		$28,669.02

Length of Roadway . . . . 2.800 Miles
Cost of Roadway Per Mile $10,238.93

Federal "DS" Funds	$21,000.00
Federal "LS" Funds	4,500.00
State Funds	1,584.50
County Funds	1,584.52
	$28,669.02

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920;
Chapter 529, Laws 1939.

State Funds for Maint.: Chapter 529, Laws 1939.

FORM E-80 90M 6-57—6580

NOTED
Harold C. Ayers

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 6, 1958

SUBJECT: Yamhill and Morrow County transfer of funds

929

To:

Mr. C. G. Swenson

NOTED
V. R [illegible]

I am returning the original letter from Yamhill County and Morrow County consenting to the transfer of DS and regular FAS county funds. Please hold this in your files and keep it in mind in future allocation of funds.

G. S. Paxson

GSP:gm
Attach.

RECEIVED
x 1958
7
ENGINEER
COUNTY & CITY RELATIONS

NOTED
C. G. SWENSON

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

By this letter the members of the County Courts whose signatures appear below request and authorize the Highway Department to make the following exchange of funds between the counties involved:

Transfer from Yamhill County to Morrow County DS funds totaling $4,000.

Transfer from Morrow County to Yamhill County regular FAS funds totaling $4,000.

The sums shown above represent total funds, including federal, state, and county funds. Each county shall furnish county matching funds in the amount required for the type of funds used by that county.

APPROVED 10/22, 1958	APPROVED Oct. 14, 1958
YAMHILL COUNTY COURT	MORROW COUNTY COURT
Judge	Oscar E. Peterson Judge
A W Youngberg Commissioner	Ralph I. Thompson Commissioner
C. N. Teegarden Commissioner	Russell K. Miller Commissioner

Oregon State Highway Department
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Gentlemen:

By this letter the members of the County Courts whose signatures appear below request and authorize the Highway Department to make the following exchange of funds between the counties involved:

Transfer from Yamhill County to Morrow County DS funds totaling $4,000.

Transfer from Morrow County to Yamhill County regular FAS funds totaling $4,000.

The sums shown above represent total funds, including federal, state, and county funds. Each county shall furnish county matching funds in the amount required for the type of funds used by that county.

APPROVED 10/22, 1958	APPROVED Oct 14, 1958
YAMHILL COUNTY COURT	MORROW COUNTY COURT
Judge	Oscar E. Peterson Judge
Commissioner	Ralph I. Thompson Commissioner
C. N. Teegarden Commissioner	Russell K. Miller Commissioner

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5350

Ruth
file

Maint. # 388
Finance # 239

Salem, Oregon
November 6, 1958

FAS Project Agreements
FAS 829, Morrow County

Mr. C. G. Swenson
Engineer, County & City Relations
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and two conformed copies of a finance agreement covering the North Unit, Bomber Range Road Section of FAS 829 in Morrow County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Morrow County.

Secretary

FR
Attach:

FORM E-90 80M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1958

SUBJECT: FAS Project Agreements
FAS 829, Morrow County

To: Mr. G. S. Paxson
OFFICE

Attached are ~~three~~ six copies of a finance agreement covering the North Unit, Bomber Range Road Section of FAS 829 in Morrow County.

~~Two~~ Four copies of the agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same project. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on July 31, 1958.

C. G. Swenson
C. G. Swenson
Engineer, County and City Relations

APPROVED
G S Paxson
ASST. STATE HIGHWAY ENGINEER
Date 10-17-58

CGS:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE July 31, 1958 Minutes page 47
Secretary

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DS-406(1)

5=50

November 6, 1958

County Court of Morrow County
Court House
Heppner, Oregon

Gentlemen:

We are enclosing for the records and files of Morrow County one fully executed copy each of two finance agreements and one fully executed copy of a maintenance agreement between the State Highway Commission and Morrow County covering the North Unit, Bomber Range Road Section of FAS 829 in Morrow County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

NOTED
Harold C. Ayers

November 5, 1958

NOTED
V. R. JONES

Morrow County Court
Courthouse
Heppner, Oregon

Gentlemen:

This is to advise that Contract No. 5350 has been awarded to the Dorman Construction Company, for constructing the Bomber Range Road Section of FAS 829.

A copy of the contract will be forwarded under separate cover.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:cg

NOTED
JOHN D. GRAHAM

NOTED
C. G SWENSON

RECEIVED
OCT 27 1958

FOR FILING

DS-400 (1)
S 400 (2)
5350

October 24, 1958

Dorman Construction Company
2812 East First Street
Vancouver, Washington

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5350 for stone leveling course and oiling on North Unit, Bomber Range Road Section of the Bomber Range Road in Morrow County.

This award was based on your bid of $87,008.50 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

Salem, Oregon
October 24, 1958

Exchange of DS and FAS Funds,
Morrow and Yamhill Counties

Mr. G. S. Paxson
OFFICE

File:
FAS 829
Morrow Co

Attached is a fully executed copy of a letter agreement covering exchange of $4,000 of DS (Crash) funds for $4,000 of regular FAS funds between Morrow and Yamhill Counties.

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

NOTED
C. G SWENSON

October 24, 1958

Morrow County Court
Courthouse
Heppner, Oregon

Gentlemen:

Attached for your records is a fully executed copy of a letter agreement covering the exchange of DS and regular FAS funds between Morrow and Yamhill Counties.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

Att.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 1, 1958

Morrow County Court
Courthouse
Heppner, Oregon

Gentlemen:

On September 30 a satisfactory bid was received from the Dorman Construction Company of Vancouver, Washington, for construction of the North Unit, Bomber Range Road section of FAS 829. As per the agreements between county and state, the following advance deposit is required of the county prior to award of contract:

DS Project	
Bid Items	$26,037.50
12-1/2% Engineering & Contingencies	3,254.69
Estimated Total Cost.....................	$29,292.19

Regular FAS Project	
Bid Items	$60,970.75
Flagging	100.00
12-1/2% Engineering and Contingencies	7,633.84
Estimated Total Cost.....................	$68,704.59

County Advance Deposit		
DS Project:	5% of $29,292.19	$ 1,450
FAS Project:	20% of $61,000.00 = $12,200	
	100% of Balance = 7,700	19,900
Total Deposit..		$21,350

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission in the amount of $21,350, forwarding same to this office. Receipt of the deposit prior to October 20 plus a letter certifying that all required right-of-way or rights of access have been obtained will permit award of a contract at the regular Highway Commission meeting on October 23.

Also enclosed are four copies of a letter agreement providing for the exchange of $4,000 of regular FAS funds to Yamhill County for $4,000 of DS (Crash) funds. This is in accordance with our previous discussions of this matter. This $4,000 of additional DS funds will make a total of $27,000 of such funds available to Morrow County. Although the estimated cost of the DS project is $29,000 we anticipate some under-run in a project of this nature and have adjusted the exchange of funds accordingly.

Recd 10/17/58 Cnt # 5350

If the letter agreement is satisfactory please sign and return all four copies to this office. We will then obtain the Yamhill County Court's signatures and return a fully executed copy for your records.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:mm
Encl.

OSCAR E. PETERSON, *Judge*
HEPPNER, OREGON
RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON
RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month
PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

Oct 9, 1958

NOTED

C. G. Swenson, Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

When the Real Estate Option was signed byJohn R. Volle and Barbara Volle Sept. 22, 1958 we accepted this as making the right-of-way clear for construction of the North Unit of Bomber Range Road FAS 829. There can be no question but that the right=of-way is clear for construction now. Hope all is clear for the contract now.

Yours very truly,

Oscar E. Peterson
Oscar E. Peterson, County Judge

NOTED
JOHN

RECEIVED
OCT 10 1958
COUNTY

RECEIVED
OCT 10 1958
STATE HIGHWAY

NOTED
C. G. SWENSON

In Sunny Eastern Oregon Where Agriculture Flourishes

September 26, 1958

Hon. Oscar E. Peterson
Morrow County Judge
Courthouse
Heppner, Oregon

Dear Judge Peterson:

As per our telephone conversation this date I am returning for your use one signed copy of an option form on right-of-way for the North Unit, Bomber Range project on Bomber Range Road, FAS 829.

Please advise this office by letter when right-of-way is clear for construction of this project.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

OSCAR E. PETERSON, *Judge*
HEPPNER, OREGON
RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON
RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month
PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

Sept. 24, 58

C. G. Swenson, Engineer
County and City Relations
State Highway Dept.
Salem, Oregon

Dear Mr Swenson

Just this morning Russell K. Miller, Commissioner, brought the herewith enclosed easements. Actually he had gone clear up into the Wallowa hills to contact this man Volle.

But. It isn't complete anyway For some reason he did not get the information questionaire filled out. Is it necessary to have this? If so I shall try to get it when Mr Volle get back to Irrigon area.

Yours very truly

Oscar Peterson

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SEP 25 1958

In Sunny Eastern Oregon Where Agriculture Flourishes

September 10, 1958

Hon. O. E. Peterson
Morrow County Judge
Courthouse
Heppner, Oregon

Dear Judge Peterson:

Enclosed is one option form in quadruplicate covering right-of-way to be acquired in connection with the North Unit, Bomber Range Road Project on Bomber Range Road, FAS 829. Four copies of a map covering the property involved are being mailed under separate cover.

If the option forms are used please return one signed copy. If the option forms are not used, please advise of any conditions which would affect the construction project.

It is presently planned to call for bids on this project on September 30.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

FORM E-90 80M 6-58 13046

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1958

SUBJECT: File No. 28809-Option
North Unit-Bombing Range Road

To: Mr. C. G. Swenson
City and County Relations Engr.
OFFICE

Attached you will find one original option form in quadruplet covering right of way to be acquired in connection with the North Unit-Bombing Range Road in Morrow County.

Please return to the Right of Way Department a copy of the signed option to inform the Highway Engineers the condition, if any, on the transaction.

We are forwarding under separate cover five prints of map No. 8B-10-18 covering this area and bearing our date of September 8, 1958.

File No.	Name	Area
28809	John R. Volle, et ux	10.85 Acres

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

AC:jm
encl. 1 Option

cc: R. L. Porter
R. W. Cozad
A. F. Parson-1 copy map

RECEIVED

OSCAR E. PETERSON, *Judge*
HEPPNER, OREGON
RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON
RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month
PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

August 20, 1958

C. G. Swenson, Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Swenson:

After talking to you over the telephone the other day I have been doing some little investigating about easements for the right-of-way along apart of the North end of the Boardman Bombing Range road FAS 829. But, sorry to say, have not accomplished much. The sections involved are Sec. 13 and 24, all in 4 North, Range 25, E.W.M. No. 13 belongs to one John Vollee, who lives in Irrigon, and No. 24 is a government section.

What it seems that I will have to have ~~to have~~ is ~~a~~ option forms covering the right-of-way required. Could you furnish these? And then I should be able to get the easements quite soon.

Kindly let me hear from you.

Sincerely,

Oscar E. Peterson
Oscar E. Peterson, County Judge

RECEIVED
1 1958
OREGON
STATE HIGHWAY COMMISSION

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AUG 21 1958

Option ~~and application~~
being prepared

In Sunny Eastern Oregon Where Agriculture Flourishes

9-11-58

PROPOSED FISCAL YEAR 1960 COUNTY FAS PROJECTS 8/25/58

County	FAS Hwy. No.	Section & Description	Programmed Amount
Benton	865	Alsea River Bridge. Structure only. (Additional funds for project approved 7/31/58.)	$ 37,000
Clatsop	757	Blind Slough Bridge.	$ 13,000
	757	Saspal Slough Bridge. (Additional funds for projects approved 5/8/58.)	55,000
Coos	252	Gravelford (North Fork Coquille River) Bridge. (Additional funds for project approved 9/12/57.)	$ 69,000
Lincoln	150	Logsden (Siletz River) Bridge. (Additional funds for project approved 10/31/57.)	$ 43,000
✓ Morrow	829	North Unit, Bomber Range Road Section. (Additional funds for project approved 7/31/58.)	$ 61,000
Umatilla	758	Birch Creek Section. (Additional funds for project approved 6/19/58.)	$ 138,000
		TOTAL	$ 417,000

SUMMARY: FISCAL YEAR 1960 FUNDS

Available August, 1958	$3,900,000
Proposed Projects, 8/25/58	417,000
Unprogrammed Balance......	$3,483,000

58-f Apprvd 9/11/58

G L Parson

RECEIVED
SEP 9 - 1958
FOR FILING
DS-406(1)
1-406(2)
5350

LOCATION PROSPECTUS
NORTH UNIT, BOMBER RANGE ROAD
FAS 829 - MORROW COUNTY

The following prospectus is submitted regarding the North Unit of the Bomber Range Road in Morrow County. The northerly end of the project is at the intersection of the existing Bomber Range Road with the Boardman-Stanfield Highway approximately 4.5 miles easterly of Boardman at M.P. 166.9. The southerly end of the project is 9.34 miles due south of the northerly end. The overall length of the project is 9.34 miles.

This will be a location survey to prepare plans and estimates for grading and paving. The general route will be that of the existing Bomber Range Road. There are no towns along the proposed route.

The general route was laid by Morrow County. Reconnaissance has not been run. Soils reconnaissance has been completed. There are no special drainage problems. An economic analysis is not necessary.

The present ADT is 40 and the 1978 ADT is 60. The proposed maximum grade is not known; the facility is on a tangent. This will be a Class "F-45" highway with 10-foot running lanes and 2-foot shoulders. There are no climbing lanes or provisions for future four-laning. The tentative base design by G. L. Decker is:

0-9 Oil Mat	3/4"
1"-0 Base and Level Course	4"
2½"-0 Base Course	4 ¼"
Total	9 "

The estimated rise and fall is not known. The central angle is 0 degrees. The proposed facility will follow the same vertical and horizontal alignment as the existing highway.

Deviation from the standards set forth for this class of highway in Oregon State Highway Department Technical Bulletin No. 19, Revised, is not anticipated.

This will be an unlimited access facility with no interchanges, railroad crossings or bridges.

Adequate quantities of material are available from the State owned gravel pit at Messner (Drwg 1R1-520) and from a source to be acquired by the County adjacent to the Bomber Range Road, 10.8 miles south of its intersection with the Boardman-Stanfield Highway.

An aggrement will be necessary with the County and it will be necessary for the County to acquire rights to the material source and other unrecorded right of way.

OTED

There are no State Parks in this vicinity.

September 3, 1958

Attachment

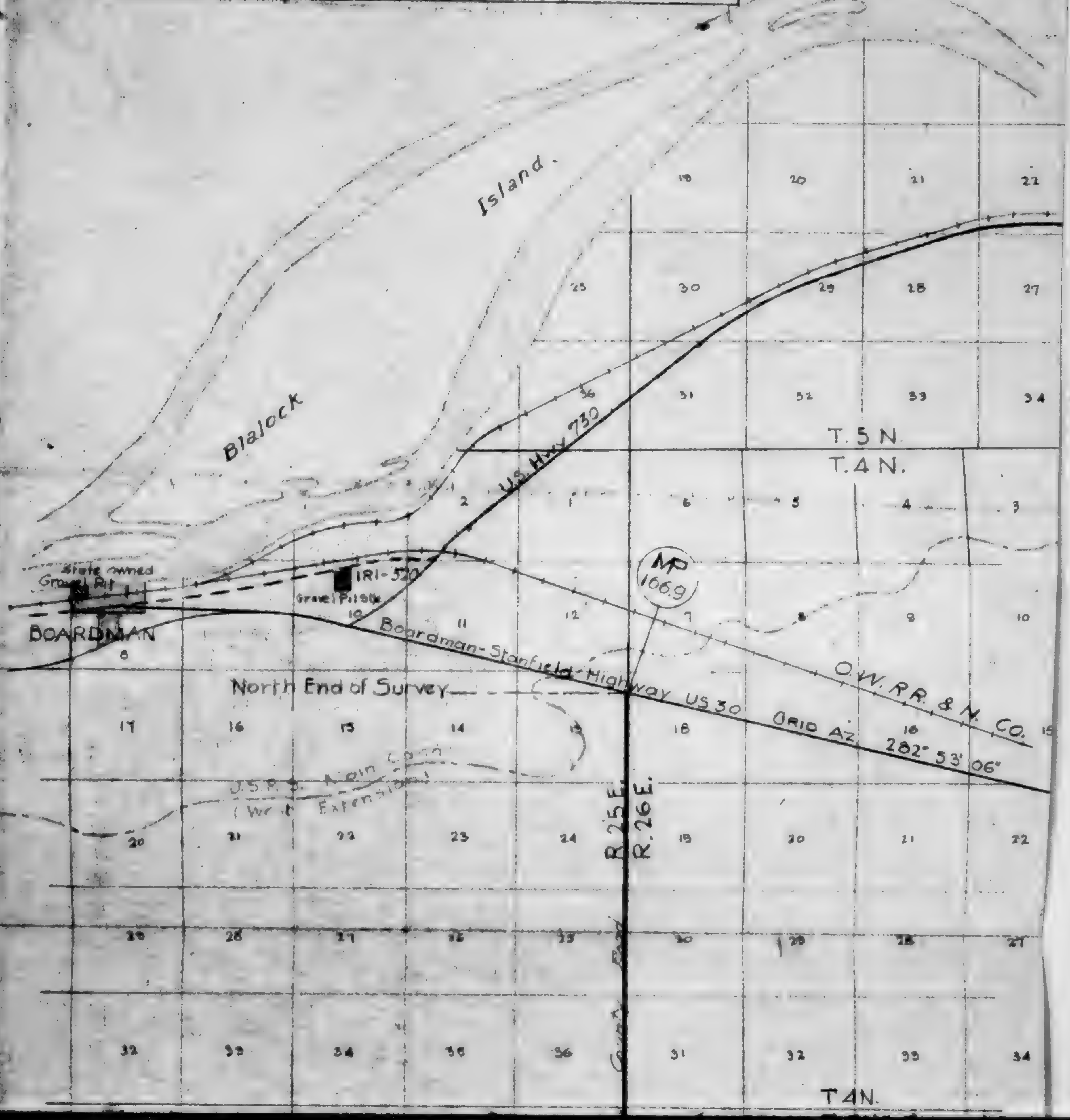
cc: W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
A. F. Parson
C. C. McKinney
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
SEP 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

SKETCH MAP
PROSPECTUS

Bombing Range Road
Morrow County
FAS #829

C.C. McKinney, Res. Engr. August, 1958.


Blalock
Island
U.S. Hwy 730
T.5N.
T.4N.
State owned Gravel Pit
BOARDMAN
IRI-520
Gravel Pit Site
MP 166.9
Boardman-Stanfield Highway US 30
Grid Az. 282° 53' 06"
O.W. R.R. & N. CO.
North End of Survey
U.S.R.S. Main Canal (West Extension)
R.25E.
R.26E.
County Road
T4N.
19
20
21
22
25
30
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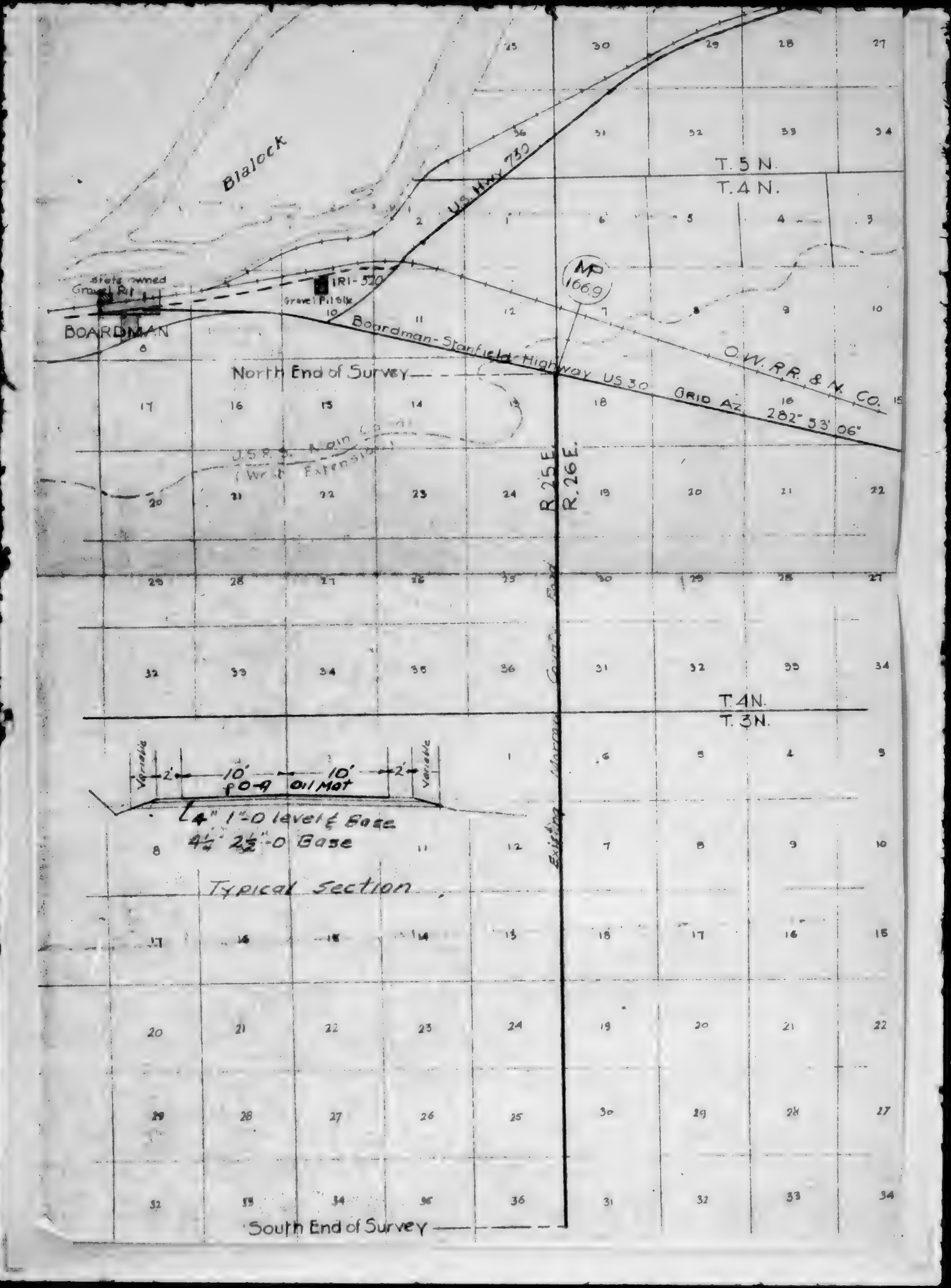

Bialock
U.S. Hwy 730
T. 5 N.
T. 4 N.
State owned
Gravel Pit
IRI-520
Gravel Pit Site
BOARDMAN
MP
166.9
Boardman-Stanfield Highway US 30
GRID Az. 282° 53' 06"
O.W. R.R. & N. CO.
North End of Survey
U.S.R.S. Main Canal
(West Extension)
R. 25 E.
R. 26 E.
Existing Warner County Road
T. 4 N.
T. 3 N.
Variable
2'
10'
10'
2'
Variable
℄ O-A Oil Mat
4" 1"-0 level & Base
4½ 2½"-0 Base
Typical Section
South End of Survey

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
8/18/58

FAS 829, MORROW COUNTY.

TERMINI: From a point 2.8 miles south of FAP Route 1 south for a distance of 6.5 miles.

PROJECT LENGTH: 6.5 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHERS
CONSTRUCTION	$72,000	$36,000	$12,000	$12,000 (Co.)

EXISTING FACILITY
ROADWAY: Gravel surface 26' to 30' in width placed by County in 1957. Excellent grade and alignment.

ADJACENT SECTIONS
NORTH END: Gravel surface 26' to 30' in width.
SOUTH END: Gravel surface 20' to 24' in width.

PROJECT DATA: The proposed project is to place a crushed rock leveling course on the county-placed bottom course and construct an 0-9 oil mat wearing surface 20 feet in width with 2-foot shoulders.

ROW WIDTH:	100' minimum.
MINIMUM DESIGN STANDARDS:	No exceptions.
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 829 will serve as a haul road for a large wheat raising area and also for some through travel to the Lexington-Echo Highway.

JDG:mm

NOTED
G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
8/18/58

FAS 829, MORROW COUNTY (DS Funds)

TERMINI: From FAP Route 1 approximately 4 miles easterly from Boardman south for a distance of 2.8 miles.

PROJECT LENGTH: 2.8 miles.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$28,000	$17,000	$1,200	$6,200 (Co.)	$3,600 (L)

EXISTING FACILITY
ROADWAY: Gravel surface 26' to 30' in width placed by county in 1957. Excellent Grade and alignment.

ADJACENT SECTIONS
NORTH END: Road terminates at FAP Route 1.
SOUTH END: Gravel surface 26' to 30' in width.

PROJECT DATA: The proposed project is to place a crushed gravel leveling course on the county-placed bottom course and construct an 0-9 oil mat wearing surface 20 feet in width with 2-foot shoulders.

ROW WIDTH:	100' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING :	None required
UNUSUAL OR COMPLICATED SITUATIONS:	None

FAS 829 will serve as a haul road for a large wheat raising area, also for some through travel to the Lexington-Echo Highway.

JDG:mm

NOTED
G SWENSON

FORM E-30X—37,500—6-56—96655

OREGON STATE HIGHWAY DEPARTMENT

La Grande, Oregon
August 4, 1958

INTER-DEPARTMENT CORRESPONDENCE

Bomber Range Road
FAS 829

SUBJECT:

NOTED
Harold C. Ayers

To: Mr. C. C. McKinney
Resident Engineer
Hermiston

Mr. Haggeman called on July 31, 1958 in regard to changing the specifications on the Bomber Range road, F.A.S. 829 Morrow County, from 0-11 to 0-9 . It seems that the county officials want to stretch the money further and suggested a change in the oiling "specks" in order to do so.

We can see no objections to an 0-9, as, according to our knowledge of the country and the soil conditions, we believe that an 0-9 would do a good job without changing the depth of crushed material as originally specified. If you do not agree with this, advise at once.

A. F. Parson
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:dj

cc Mr. Haggeman ✓
County and City Relations

RECEIVED
AUG 6 1958
ENGINEER
COUNTY [illegible] RELATIONS

NOTED
C. G. SWENSON

Salem, Oregon
August 1, 1958

North Unit, Bomber Range Road
FAS 829, Morrow County

Mr. Forrest Cooper
OFFICE

The subject named project was approved by the Highway Commission on July 31 for construction with FS and regular FAS funds on the basis of 4" of additional crushed base and a type 0-11 oil mat wearing surface. A total project cost of approximately $100,000 was anticipated for a total length of approximately 8 miles.

Attached is a copy of a letter just received from the Morrow County Judge requesting that the 0-11 be changed to an 0-9.

I checked with our soils division and was advised that in accordance with its tests no additional base beyond the 4" originally prescribed would be required if this substitution were made.

This road traverses a sandy, very dry area and type 0-9 oil mats have been used successfully on similar projects in the past. If the revision in oil mat type is acceptable, from 3/4 to 1 mile additional mileage could be added to the project.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

cc: G. S. Paxson

OSCAR E. PETERSON, *Judge*
HEPPNER, OREGON
RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON
RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month
PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

July 30, 1958

John F. Hagemann, Asst. Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Sorry to bother you so soon again. But, when you have a friend why not make use of him?

Last night our court was in session and among other things this recommendation was made-- that on the Boardman Bombing Road, our next FAS project, we ask for an 09 construction instead of the 011. The thinking was that the 09 would be sufficiently strong and that we in turn would get a few additional miles of improved road. Could this be arranged?

Kindly let me hear from you.

Very truly yours,

Oscar E. Peterson
Oscar E. Peterson, County Judge

RECEIVED
JUL 31 1958

RECEIVED
JUL 31 1958
OREGON
STATE HIGHWAY COMMISSION

In Sunny Eastern Oregon Where Agriculture Flourishes

FORM E-30 50M 6-57 [illegible]

file R

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1958

NS-406(1)
S-406(2)
5350

SUBJECT: North Unit, Bomber Range Road
FAS 829, Morrow County

To: Mr. Forrest Cooper
OFFICE

The subject named project was approved by the Highway Commission on July 31 for construction with DS and regular FAS funds on the basis of 4" of additional crushed base and a type O-11 oil mat wearing surface. A total project cost of approximately $100,000 was anticipated for a total length of approximately 8 miles.

Attached is a copy of a letter just received from the Morrow County Judge requesting that the O-11 be changed to an O-9.

I checked with our soils division and was advised that in accordance with its tests no additional base beyond the 4" originally prescribed would be required if this substitution were made.

This road traverses a sandy, very dry area and type O-9 oil mats have been used successfully on similar projects in the past. If the revision in oil mat type is acceptable, from 3/4 to 1 mile additional mileage could be added to the project.

John F. Hagemann
John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.
cc: G. S. Paxson

C file

NOTED

RECEIVED
AUG 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

OSCAR E. PETERSON, *Judge*
HEPPNER, OREGON

RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON

RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

July 30, 1958

John F. Hagemann, Asst. Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Sorry to bother you so soon again. But, when you have a friend why not make use of him?

Last night our court was in session and among other things this recommendation was made-- that on the Boardman Bombing Road, our next FAS project, we ask for an 09 construction instead of the 011. The thinking was that the 09 would be sufficiently strong and that we in turn would get a few additional miles of improved road. Could this be arranged?

Kindly let me hear from you.

Very truly yours,

Oscar E. Peterson

Oscar E, Peterson, County Judge

PROPOSED PROJECT (Co. DS Funds) 7-14-58
MORROW COUNTY

FAS 829 - N Unit, Bomber Range Road Section, $23,000. This section extends from the Boardman-Stanfield Highway east of Boardman, southerly approximately 8 miles.

The proposed project is to place 4 inches of 1"- 0" additional base material and construct a type 0-11 oil mat wearing surface 20 feet wide with 2 foot shoulders on the existing grade and base.

In addition to the above there will be regular FAS and local funds available for the project. All available funds will total approximately $100,000.

Ina 58-f, Sept 1958 = add. funds

DS/FAS-3(58)
7/14/58

Commission approved 7/31/58.

NOTED
Harold C. Ayers

FORM E-30X—37,900—5-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
John [illegible]

Salem, Oregon
July 14, 1958

SUBJECT: DS Fund Project
FAS 829
Morrow County

To:

Mr. Tom Edwards
OFFICE

RECEIVED
JUL 15 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

Morrow County has requested a project on FAS 829 partially to be constructed with its apportionment of DS funds. Please take the necessary steps to have a survey made as required for this project.

Funds for the project will include $23,000 of DS funds, $63,000 of regular FAS funds, and local funds for a total project cost of approximately $100,000.

The design has been established by Mr. Decker, soils engineer, and provides for 4" of 1"-0" additional base and levelling course, and a type C-11 oil mat wearing surface 20' in width with 2' shoulders on the grade and bottom course base constructed by Morrow County in 1957.

The project will extend from the Boardman-Stanfield Highway east of Boardman, southerly as far as funds will permit which is estimated to be approximately 8 miles.

Very truly yours,

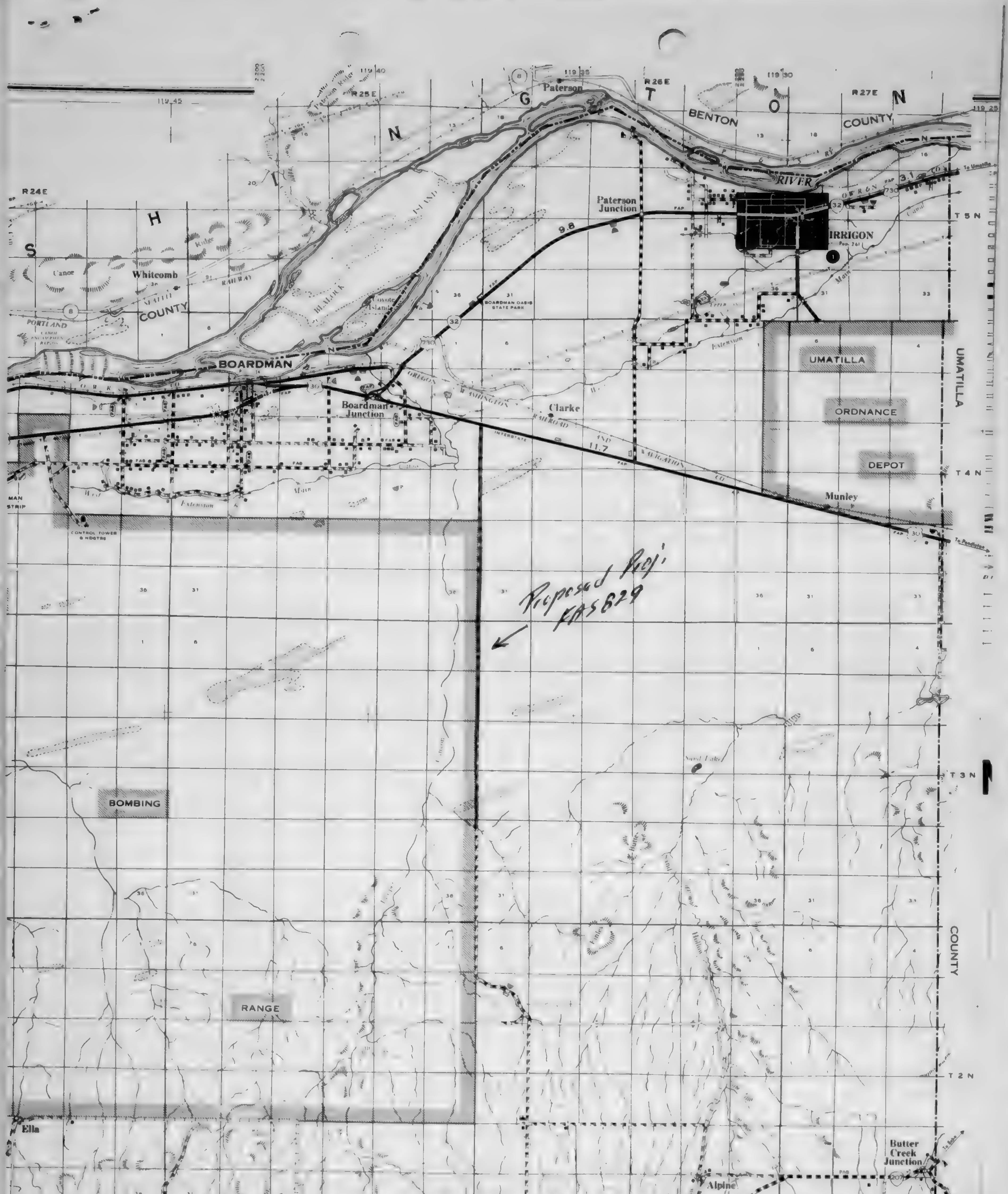
W. C. Williams
State Highway Engineer

By Forrest Cooper
Forrest Cooper
Deputy State Highway Engineer

NOTED
JOHN D. GRAHAM

JFH:be
cc: G. S. Paxson
A. F. Parson
C. G. Swenson ✓

NOTED


W A S H I N G T O N
BENTON COUNTY
COUNTY
RIVER
Paterson
Paterson Junction
IRRIGON
Whitcomb
Canoe
Coyote Island
Blalock
Boardman Oasis State Park
BOARDMAN
Boardman Junction
Clarke
Munley
9.8
11.7
UMATILLA
ORDNANCE
DEPOT
UMATILLA COUNTY
BOMBING
RANGE
Control Tower & Hdqtrs
Sand Lake
Ella
Alpine
Butter Creek Junction
R24E
R25E
R26E
R27E
T5N
T4N
T3N
T2N
119 45
119 40
119 35
119 30
119 25
32
30
8

Proposed Proj'
FAS 629

NOTED
V R JONES

Salem, Oregon
July 14, 1958

DS Funds Project
FAS 829
Morrow County

Mr. Forrest Cooper
OFFICE

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Attached is a suggested letter to Mr. Edwards requesting a survey as required for a surfacing and oiling project on the northerly 8 miles of FAS 829 (Bomber Range County Road).

It is planned to use Morrow County's DS funds ($23,000), regular FAS funds for fiscal year 1960 (est. $63,000) and additional local funds as required for a total project cost of approximately $100,000.

This completes the initial programming of all county DS funds and the Morrow County project will be presented to the Highway Commission for approval at its July 31 - August 1 meeting.

John F. Hagemann
Asst. Engr., County & City Relations

JFH:be
Att.

NOTED
C. G. SWENSON

OSCAR E. PETERSON, *Judge*
HEPPNER, OREGON
RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON
RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month
PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

NOTED
Harold C. Ayers

July 10, 1958

RECEIVED
JUL 11 1958

John F. Hagemann, Asst. Engineer
County and City Relations
State Highway Department
Salem, Oregon

NOTED
John F. Hagemann

NOTED
V. R. JONES

Dear Mr. Hagemann:

I want to thank you for your letter of July 1st and suggestions as an aid for us in making a selection for our next F.A.S. road project. For us it has been a bit difficult as there was pressure put on by both Rhea Creek group and a Bombing Range group.

It has now simmered down to what you suggested in your letter. Our D S funds ($23,000), one years F.A.S, funds ($63,000), and the $10,000 made available through the Morrow County Grain Growers, all to be applied on the Bombing Range road. In all it would make a $96,000 project and I think we can safely call it a $100,000 project. Then we here in the county would have time, a little later, to prepare the base for the Rhea Creek road, and the division engineers office with you more time to make the survey. And I think it will work out quite satisfactoraly.

Yes, you can go ahead and plan on the Bombing Road immediately and plan for the survey of the Rhea Creek road a little later. The immediate project would, of course, have to be let entirely to outside contractors and ~~on~~ the Rhea Creek road would probably be our project and outside contractor as at McNabb. We will be pretty well tied up with the placing of crushed rock on county roads for some time, so probably will be almost a year before we get to Rhea Creek.

Hope all this will work out nicely for you.

NOTED
JOHN D. GRAHAM

Sincerely,

Oscar E. Peterson
Oscar E. Peterson, County Judge

In Sunny Eastern Oregon Where Agriculture Flourishes

RECEIVED
JUL 11
O[illegible]N
STATE H[illegible] COMMISSION

July 1, 1958

NOTED
Harold C. Ayers

Hon. Oscar Peterson
Morrow County Judge
Courthouse
Heppner, Oregon

NOTED
John F. Hagemann

Dear Judge Peterson:

In an effort to aid you in making a selection of your next FAS project I offer you the following information:

Available Funds for Next Two-year Period

DS (Crash) Funds - $23,000 - of which the county's share would be approximately 5%. These funds are presently available and must be placed under contract by December 1, 1958, or be lost

Fiscal Year 1960 Funds - Estimated to be $63,000 of which the county's share would be 20%. These funds will be available in July or August of 1958 and the county has until June 30, 1960, to program these funds before they are lost

Fiscal Year 1961 Funds - Estimated to be $63,000 of which the county's share would be 20%. These funds will be available approximately July, 1959, and the county has until June 30, 1961, to program them. It is possible to utilize these funds prior to July, 1959, if other counties do not utilize all of their available fiscal year 1960 funds during the fiscal year starting July 1, 1958

✓The Bomber Range Road would be the most desirable project if the DS (Crash) funds are to be utilized for part of costs as this would be a rather simple survey to make due to the nature of the proposed work. A straight surface and oil job such as this would require only a center-line survey which can be made in a relatively short time. This would give us ample time to get this project under contract by December 1, 1958, which is the deadline for DS (Crash) funds

The Rhea Creek Road would require a complete survey including cross-sectioning as grading would be involved. We could probably make the December 1, 1958, deadline for contracting the DS funds if the county selected this road; however, it would be a

NOTED
C. G. SWENSON

pretty tight squeeze. If DS funds were used on this road it would be necessary for the county to make a definite decision and advise us of the same within the next two weeks.

One possible solution might be for you to program your DS funds and one year's FAS funds on the Bomber Range Road as previously discussed and program your second year's funds for a project on the Rhea Creek Road similar to that being constructed on the McNab Road. This would permit approximately an 8-mile long project, assuming the availability of an additional $10,000 to $15,000 from the Grain Growers Association, on the Bomber Range Road and between 6 and 7 miles on the Rhea Creek Road, assuming the county did the grading and placed bottom course base material as on the McNab Road. This would also give our division office more time to make the Rhea Creek Road survey and the county sufficient time to do the grading and basing.

If your funds were programmed in the above manner we could make the Rhea Creek Road survey during the coming fall and winter months. If the county were then able to complete the grading and bottom course base by approximately July 15, 1959, we could also contract the leveling course and oiling for construction during 1959. This may be too tight a schedule for the county if you used crushed rock for the bottom course base; however, if you acquire a grid roller you could process quarry-run rock for the required bottom course base material.

In any event it would be appreciated if the county could reach a decision in selecting a project for use of the DS (Crash) funds within the next two or three weeks and advise us of your decision.

If we can be of any further assistance, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

1.

OSCAR E. PETERSON, *Judge*
HEPPNER, OREGON

RALPH I. THOMPSON, *Commissioner*
HEPPNER, OREGON

RUSSELL K. MILLER, *Commissioner*
BOARDMAN, OREGON

Morrow County Court
HEPPNER, OREGON

COUNTY COURT
First Wednesday in Each Month

PROBATE COURT
JUVENILE COURT
ROAD DEPARTMENT

June 27, 1958

John F. Hagemann, Asst. Engineer
County and City Relations
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

Thank you for your report on tests and investigations made on our Bombing Range County Road, F.A.S. 829. Time is drawing near now when we will have to make a decision on our next F.A.S. project.

There is quite a bit of pressure being put on us for, as you know, the Rhea Creek Road to be our next project. As it now looks we may have to call a big general meeting of taxpayers to decide it. I may arrange for such a meeting soon.

How long do we have until we must decide definately on this? Kindly let me hear from you.

Sincerely,

Oscar E. Peterson
Oscar E. Peterson, County Judge

RECEIVED
JUN 30 1958
[illegible]
COUNTY [illegible]

NOTED
Harold C. Ayers

June 19, 1958

NOTED
John F. Hagemann

Hon. Oscar Peterson
Morrow County Judge
Courthouse
Heppner, Oregon

Dear Judge:

Our soils division has made tests of the northerly ten miles of the Bomber Range County Road, FAS 829, and determined that an acceptable base and wearing surface design would be 4" of additional crushed base material and a type O-11 (1-1/4" thick) oil mat wearing surface.

This design will permit a 20' wide oil mat with 2' shoulders without requiring any grade widening. As I recall our discussion of this matter it was decided that we could figure on approximately a $100,000 project on this road if the base design was such that no widening would be required. This $100,000 was to be made up of $23,000 D (Crash) funds, $63,000 of estimated fiscal year 1960 regular FAS funds which will be available in July or August of this year, and the balance of approximately $14,000 to be furnished by the county. The county would also have to put up 5% of the $23,000 D funds and 20% of the $63,000 regular FAS funds.

Assuming a total project cost of approximately $100,000 it is estimated between eight and nine miles can be constructed.

If the County Court wishes to proceed with a project along the lines outlined above, please advise.

Very truly yours,

W. C. Williams
State Highway Engineer

NOTED
JOHN D. GRAHAM

By

John F. Hagemann
Asst. County and City Relations Engineer

JFH:mm

NOTED
C. G. SWENSON

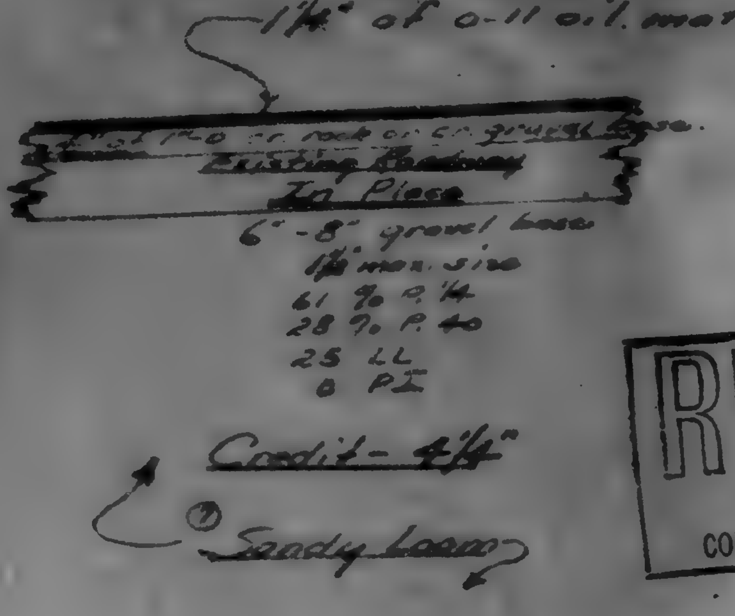
OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

Section [illegible] Road Highway Proposed F.A.S. 329 County Morrow Prefix

Length of Project ___ Miles. Sta. ___ to Sta. ___ Date [illegible]-16-[illegible]

Reported Frost Penetration - 18" TYPICAL SECTIONS Traffic Classif. - Light

① Typical Soil
25 LL
0 PI
42 % P.200
21 % S.H
67 "R" Value



1¼" of 0-11 oil. mat.
[illegible] rock or cr. gravel base.
Existing Roadway
In Place
6"-8" gravel base
1½" max. size
61 % P.¼
28 % P.40
25 LL
0 PI
Credit - 4¼"
① Sandy Loam

NOTED
Harold C. Ayers

RECEIVED
JUN 25 1958
ENGINEER
COUNTY & C[illegible]TIONS

Required Base & Wear		Designed Base & Wear	
Crushed	Not Crushed	Exist. Surf. Alloc.	New Work
		4¼	1¼ 4
9½			1½

PROPOSED MATERIAL SOURCES

Location	Lab. No.	S.G.	Type of Material	Max. Size	% Pass No. 4 Screen	% Pass No. 40 Screen	Abrasion Loss %	Sodium Sulphate Loss %	LL	PI	To be used for.
Suitable material source to be selected by the Engineer.											

Submitted by S. L. Decker
Soils Assistant

[redacted]

Recommended by [illegible]
Construction Engineer

Recommended by [illegible]
Engineer of Materials

Approved by [illegible]
Deputy State Highway Engineer

cc Deputy State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer Division

NOTED
[illegible]

FORM E-30X—37,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 23, 1958

NOTED
V. R. [illegible]

To: Mr. Tom Edwards
OFFICE

SUBJECT: Soil Survey
Proposed FAS 829
Morrow County

NOTED
John F. Hagemann

Please take the necessary steps to obtain a soil survey so as to determine the required thickness of additional base and wearing surface required to construct this road through a type 0-11 oil mat wearing surface.

This survey should determine the amount of acceptable base thickness already in place as the thickness of required new base material will determine whether or not any grade widening is necessary.

Your immediate attention to this matter is requested as DS (Crash) funds are involved.

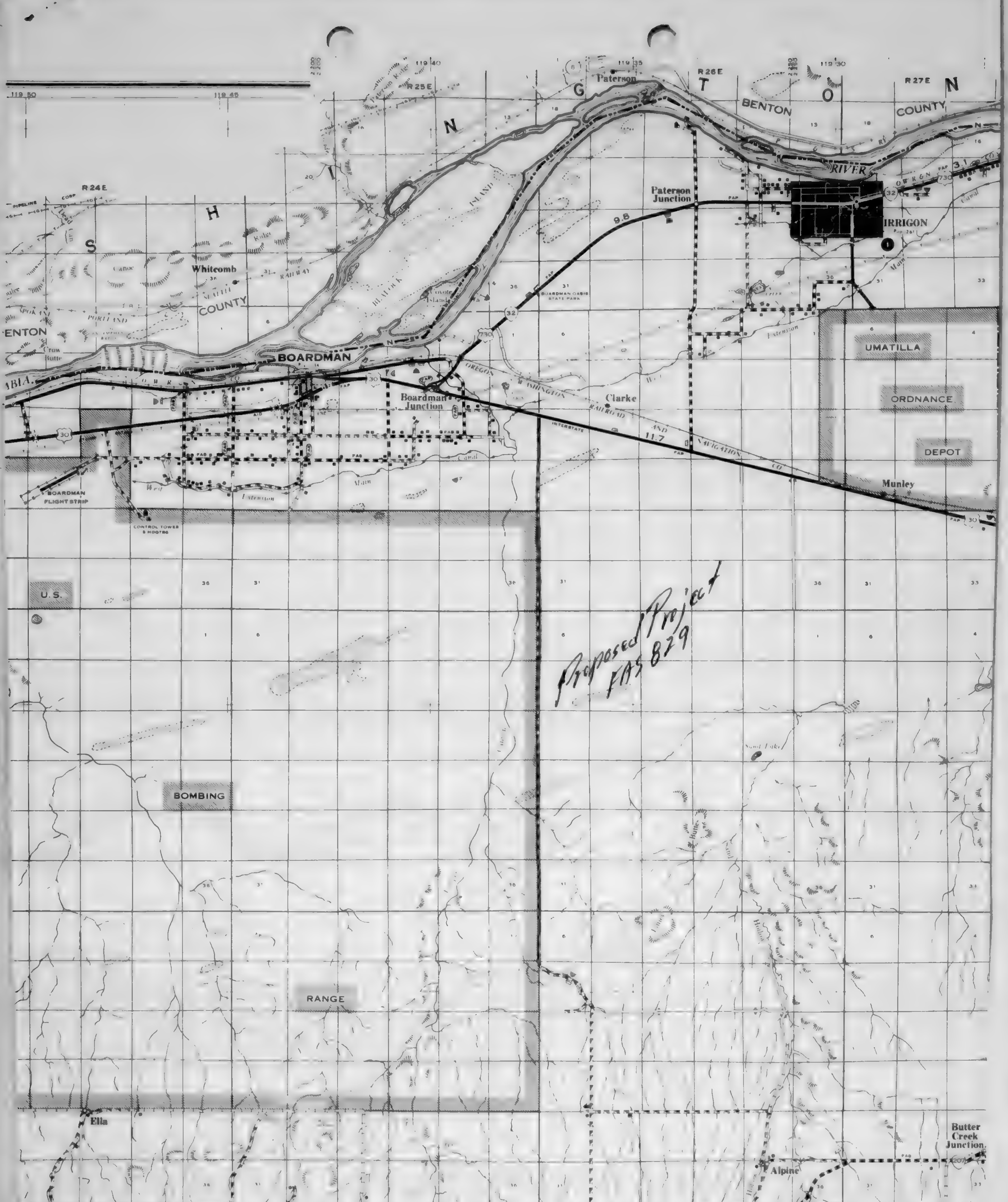
Forrest Cooper
Deputy State Highway Engineer

JFH:mm

cc: C. G. Swenson ✓

RECEIVED
MAY 26 1958
ENGINEER
COUNTY & [illegible]

NOTED
C. G. SWENSON



WASHINGTON
BENTON COUNTY
R24E
R25E
R26E
R27E
119 50
119 45
119 40
119 35
119 30
Paterson
Paterson Junction
Whitcomb
COUNTY
ENTON
COLUMBIA
RIVER
BOARDMAN
Boardman Junction
BOARDMAN FLIGHT STRIP
CONTROL TOWER
IRRIGON
BOARDMAN OASIS STATE PARK
Clarke
Munley
OREGON WASHINGTON RAILROAD AND NAVIGATION CO.
9.8
11.7
30
32
730
UMATILLA
ORDNANCE
DEPOT
U.S.
BOMBING
RANGE
Ella
Alpine
Butter Creek Junction
Main
West Extension
Canal

Proposed Project
FAS 879

NOTED
V. R. JONES

NOTED
Harold C. Ayers

NOTED
John F. Hagemann

Salem, Oregon
May 23, 1958

Proposed County Federal Aid Project
Morrow County

Mr. Forrest Cooper
OFFICE

The Morrow County Court has proposed a tentative project for construction with its DS (Crash) funds in combination with regular FAS funds plus some additional funds to be furnished by the county for a total project cost of approximately $100,000.

The project would consist of placing additional base material and a 20' 0-11 with 2' shoulders on the northerly section of the Bomber Range Road*, proposed FAS 829.

The amount of additional base material required will be the determining factor as to the feasibility of this project. The county recently completed grading and placing crushed gravel on this road to a width varying from 26' to 28'. By using up to 2:1 surface slopes we could add up to 6" of additional base and wearing surface and still obtain a finished roadway of 24'. If the required additional base and wearing surface exceeds 6" the county would be faced with a grade widening project in addition to the base rock and oiling. Such a project would require further study by the Court.

In any event, the Court has requested that we make a soil survey so as to determine the required base thickness so that a decision on the project can be reached by the County Court.

Attached is a suggested letter to the Construction Division requesting that such a survey be made as soon as possible. The soil survey should cover the 9-mile section shown on the map as this represents approximately the limits of a $100,000 project in the event approximately 3" of additional base is all that is required.

John F. Hagemann
Asst. County & City Relations Engineer

JFH:mm
Att.

NOTED
C. G. SWENSON

DS-1(6) Tillamook Bay-Coleman Cr. 1958
S-1(7) Sec. of Cape Meares Loop Rd.
#5351 (Grading)

RECEIVED
1960
4-1-61
5351

4

December 22, 1960

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5351 for grading the Tillamook Bay-Coleman Creek Section of the Cape Meares Loop Road in Tillamook County was completed by the contractor, Access Construction, Oreg. Ltd., on September 14, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $1,453.67 will be released to the contractor on or after December 30, 1960. The total contract amount is $38,403.26, of which amount $1,932.20 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ds

cc: Peerless Insurance Company
Cole, Clark & Cunningham, Inc.,
222 SW 4th Avenue
Portland, Oregon

cc: Access Construction, Oreg. Ltd.,
P. O. Box 49
Tillamook
Oregon

H

RECEIVED
NOV 21 1960
FOR FILING

AS-1(6)
1(1)
[illegible]

November 21, 1960

Peerless Insurance Co.,
Rathbone, King & Seeley
Board of Trade Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Access Construction, Oreg. Ltd., on contract #5351 for grading the Tillamook Bay-Coleman Creek Section of the Cape Meares Loop Road in Tillamook County.

This payment, in the amount of $5,081.48, will be released to contractor on or after December 1, 1960. The retained percentage is $1,083.01.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Peerless Insurance Co.,
Cole, Clark & Cunningham, Inc.,
222 SW 4th Avenue
Portland, Oregon

cc: Access Construction, Oreg. Ltd.,
P. O. Box 49
Tillamook, Oregon

Form E-1—(Rev.)—

F.S.-1(6)
S 1(6)
5351

529-1067

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 5, 1960

Section Tillamook Bay-Coleman Creek

Kind of work Grading

Highway Cape Mears Loop Rd. County Tillamook

Section prefix 529-1067

Contractor Access Const., Oregon, Ltd.

Contract number 5351

Date of contract October 23, 1958

Specified work days 120

Date work started October 15, 1958

Work days used 99

Project authorization $ 50,039.89

Exclusive of engineering $ 46,481.50

Per cent of time elapsed 82 ½ %

Estimated cost of completed project, exclusive of engineering $ 38,427.40

Estimated per cent overrun or underrun 17.3 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $ 3,558.39

Engineering cost to date $ 3,661.18, 103 %

Date project was completed September 14, 1960

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Three men in the office two days this week on the semi-final estimate.

Semi-final estimate delivered to the Division Office in Salem on Friday afternoon, November 4, 1960.

DIVISION
RECEIVED
NOV 7 1960

FINAL REPORT ON THIS PROJECT FROM THIS OFFICE.

NOTED

Signed Res. Engr.

Address Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.87				
Miles partially completed					
Miles completed	0.87				
Total estimated quantities (contract)	58,330				
Total quantities corrected to date					
Estimated quantities moved or placed to date	49,090.1				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	rain		
Tuesday	cloudy		
Wednesday	cloudy		
Thursday	fair		
Friday	fair		
Saturday			

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ES-1(6)
S-1(7)

September 23, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on September 14, 1960, on Contract No. 5351, Tillamook Bay-Coleman Creek Section, in Tillamook County, in connection with Federal Aid Project Nos. ES-1(6) and S-1(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:cr

cc: Clarence G. Swenson

RECEIVED
AUG 4 - 1959
FOR FILING

5351

August 3, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 235, covering horizontal drains on the Tillamook Bay-Coleman Creek Section of the Cape Meares Loop Road in Tillamook County, Contract No. 5351, in connection with Federal Aid Project No. DS-1(6), S-1(7).

This work is necessary to tap and relieve water seepage between Stations 227+50 and 229+50. Considerable seepage water has been encountered.

The contractor is not equipped to do this work. The State has the necessary special equipment operated by experienced crews. The amount is too small to contract.

Your approval of this order under the provisions of PPM 21-6.3 is requested.

The total estimated amount of the order is $400 with Federal participation of $240.

Tentative prior verbal approval has been given by BPR and, due to the necessity of relieving the situation and preventing slides in this area, orders have been issued to the field crews to expedite this work.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Enc.

Contract 5351

A

RECEIVED
DEC 15 1958
FOR FILING

Monthly Transaction No. 12-32	For -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
Project Report No. DS-1, (6) S-1 (7) 5351	**FEDERAL-AID PROJECT AGREEMENT**	County **Tillamook**
		Project No. **S-1(7)**

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

From north end DS-1(6) north approximately 0.2 mile (N. Unit, Coleman Cr.-Tillamook Bay Section), on a county road.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**9-5-58**	**0.3**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **18,052.00**	Federal funds $ **11,100.00**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ______________________

Deputy State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 6, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission for the Tillamook Bay-Coleman Creek Section, Project No. S-1(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement, for the Tillamook Bay-Coleman Creek Section, Project No. S-1(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmr

Oregon State Highway Department

Federal Aid Secondary
Project No. S-1(7)

TILLAMOOK BAY-COLEMAN CREEK SECTION OF THE CAPE MEARES LOOP ROAD IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 12, 1958

Type Code 0010
Roadway (Sta. 229+50 to Sta. 246+18.64)(Contract No. 5351)

Clearing and Grubbing	All Required (36%)		$ 2,340.00
Drainage Excavation, Unclassified	230 cu. yds.	$ 2.10	483.00
Embankment Foundation Excavation, Unclassified	330 cu. yds.	.90	297.00
General Excavation, Unclassified	16,000 cu. yds.	.36	5,760.00
Short Overhaul	61,820 yd. stas.	.03	1,854.60
Long Overhaul	1,390 C-yd. stas.	.40	556.00
Finishing Roadbed and Slopes	0.31 miles	1,500.00	465.00
18-inch Concrete Pipe	140 lin. ft.	4.20	588.00
36-inch Concrete Pipe	250 lin. ft.	9.50	2,375.00
6-inch Perforated Metal Drain Pipe	160 lin. ft.	2.80	448.00
Special Backfill in Drains	30 cu. yds.	4.00	120.00
Sprinkling	22 M-gals.	4.50	99.00
			$ 15,385.60
Slide Removal	All Required		1,000.00
Flagging (57½% of Contractor's Cost)	All Required		25.00
	Subtotal		$ 16,410.60
	10% Engr. & Cont.		1,641.06
	Total		$ 18,051.66

Length of Roadway. . . . . 0.316 mile
Cost of Roadway Per Mile $57,125.50

Federal Funds.	$ 11,100.00
State Funds.	3,475.83
County Funds	3,475.83
	$ 18,051.66

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Tillamook County with the Highway Department.

RECEIVED
NOV 26 1958
FOR FILING

5351

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

Nov. 26, 1958

Access Construction, Oreg. Ltd.
P. O. Box 49
Tillamook, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5351, awarded Oct. 23, 1958, for grading on the Tillamook Bay-Coleman Creek Section of the Cape Meares Loop Road in Tillamook County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-1(6)

TILLAMOOK BAY-COLEMAN CREEK SECTION OF THE CAPE MEARES LOOP ROAD IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 12, 1958

Type Code 3010
Roadway (Sta. 200+00 to Sta. 234+50)(Contract No. 5351)

Clearing and Grubbing	All	Required (64%)		$ 4,160.00
Drainage Excavation, Unclassified	290	cu. yds.	$ 2.10	609.00
Embankment Foundation Excavation, Unclassified	2,000	cu. yds.	.90	1,800.00
General Excavation, Unclassified	35,000	cu. yds.	.36	12,600.00
Short Overhaul	10	yd. stas.	.03	.30
Finishing Roadbed and Slopes	0.56	mile	1,500.00	840.00
18-inch Concrete Pipe	310	lin. ft.	4.20	1,302.00
6-inch Perforated Metal Drain Pipe	1,040	lin. ft.	2.80	2,912.00
Special Backfill in Drains	150	cu. yds.	4.00	600.00
Sprinkling	38	M-gals.	4.50	171.00
				$ 24,994.30
Slide Removal	All	Required		3,000.00
Flagging (57½% of Contractor's Cost)	All	Required	—	75.00
		Subtotal		$ 28,069.30
		10% Engr. & Cont.		2,806.93
		Total		$ 30,876.23

Length of Roadway. 0.558 mile
Cost of Roadway per mile $55,333.74

Federal "DS" Funds.	$ 22,300.00
Federal "LS" Funds.	4,700.00
State Funds	1,500.00
County Funds.	2,376.23
	$ 30,876.23

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Tillamook County with the Highway Department.

RECEIVED
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FOR FILING
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5351

Salem, Oregon
November 7, 1958

F.A. Sections
Contract No. 5351

Mr. E. J. Hall
Resident Highway Engineer
Box 543
Astoria, Oregon

The limits of the Federal Aid Sections of Contract No. 5351, Tillamook Bay-Coleman Creek Section in Tillamook County are being revised.

The new stationing for the two F. A. Sections concerned will be:

DS-1(6) Station 200+00 to Station 229+50
S-1(7) Station 229+50 to Station 246+18.64

Please use this stationing in showing the breakdown for quantities by F. A. Project on your estimates.

D. B. Parkes
Contract Payments Engineer

cc: J. D. Walker

1

RECEIVED
NOV 14 1958
FOR FILING

DS-1(6)
S-1(7)
5351

November 12, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 15, 1958, on Contract No. 5351, Tillamook Bay-Coleman Creek Section, in Tillamook County, in connection with Federal Aid Project Nos. DS-1(6) and S-1(7).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
NOV 5 - 1958

FOR FILING

[illegible]
[illegible]
#5351

November 3, 1958

CERTIFIED MAIL

Access Construction, Oreg. Ltd.
P. O. Box 49
Tillamook, Oregon

Attention: Mr. J. R. Zumwalt

Gentlemen:

Attached is your Cashier's Check No. 28-79898 in the amount of $2,025.00, submitted as a proposal guaranty with your low bid on the Tillamook Bay-Coleman Creek Section of Cape Meares Loop Road in Tillamook County. Bids were received in Salem on this project on September 30, and award was made on October 23. As the contract has been fully executed, we are returning your check to you.

Contract
#5351

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

cc Mr. John Herr - Acct.
fp

FORM E-30 25M 9-51 92316

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 6, 1958

SUBJECT:

To: Mr. John Herr
Accounting

We have in the safe Cashier's Check No. 28-79898 in the amount of $2,025.00, submitted as a proposal guaranty with the low bid of Access Construction, Oreg. Ltd., Roseburg, for the Tillamook Bay-Coleman Creek Section of Cape Meares Loop Road in Tillamook County. Bids were received on this project in Salem on September 30, 1958. (Awards will be made October 23).

OREGON STATE HIGHWAY COMMISSION

Secretary

cc Edith Middleton
fp

Contract Mailed 10-31-58
to Access Constr. Co.
P O Box 49
Tillamook, Oreg.

September 27, 1958

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed is cashiers check # 79898 for $ 2,025.00 in lieu of 5% bid bond on Tillamook Bay - Coleman Creek project.

Very truly yours

J R Zumwalt

Access Construction Oreg. Ltd.
P.O. Box 483
Roseburg, Oregon

A

RECEIVED
OCT 27 1958
FOR FILING

Li-1 (6)
A-1 (7)
5351

October 24, 1958

Access Construction, Oregon Ltd.
P. O. Box 483
Roseburg, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5351 for grading on Tillamook Bay-Coleman Creek Section of the Cape Meares Loop Road, in Tillamook County.

This award was based on your bid of $40,379.90 which was the low bid submitted to the Commission the 30th of September, 1958 for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
OCT 10 1958
FOR FILING

D.8 1(6)
8.1(7)
5351

October 9, 1958

County Court of Tillamook County
Court House
Tillamook, Oregon

Gentlemen:

We are enclosing for the records and files of Tillamook County one fully executed copy each of two finance agreements and one fully executed copy of a maintenance agreement between the State Highway Commission and Tillamook County covering the Tillamook Bay-Coleman Creek Section of FAS 616 in Tillamook County.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

K

RECEIVED
OCT 13 1958
FOR FILING

Salem, Oregon
October 9, 1958

Maint # 386
Fin. [illegible] # 237

FAS Project Agreement
FAS 616, Tillamook County

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy each of two finance agreements with Tillamook County covering the Tillamook Bay-Coleman Creek Section of FAS 616 in Tillamook County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Tillamook County.

Secretary

rn
Enc.

FORM E-30 50M 6-57—6562

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 26, 1958

SUBJECT: FAS Project Agreements
FAS 616, Tillamook County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies each of two finance agreements covering the Tillamook Bay-Coleman Creek Section of FAS 616 in Tillamook County.

Two copies of each agreement have been executed by the Court and are now ready for presentation to the Highway Commission for signature. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same section. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on May 8, 1958.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE May 8, 1958 minute page 37
Secretary

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date Sept 26, 1958

S-258(3) Wallowa Lake Sec. of Joseph- 1958
Wallowa Lake Hwy. (Guardrail)
#5352

RECEIVED

W. C. Williams

S-358(3)

5352

July 10, 1959

Wallowa Lake Section
Contract No. 5352

FINAL COST ANALYSIS

Guardrail
Contractor: J. C. Denton & Sons
Resident Engineer: L. V. Blickenstaff

Joseph-Wallowa Lake Hwy.
Prefix No. 132-1028

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
Metal Guardrail	20,337	Lin. Ft.	$ 2.21	$ 1.99	$ 40,425.37	$ 44,944.77

NOTED
W. C. WILLIAMS

Gross Revenue	$ 44,944.77
Total Cost	40,425.37
Net Profit	$ 4,519.40

Net Profit equals 10.05% of Gross Revenue

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

DETAIL OF COST - Contract No. 5352

Labor:					
Labor and Supervision				$ 3,417.16	
Labor Insurance				80.54	$ 3,497.70
Equipment Rental and Miscellaneous Supplies:					
Equipment Rental, Owned				3,340.96	
Gas, Oil, and Grease				601.37	
Bond				226.53	
Explosives				126.00	
Freight				497.00	
Home Office and General Overhead				1,160.00	
P.L. & P.D.				65.00	
P.U.C.				15.00	
Small Tools & Misc. Supplies				380.00	6,411.86
Materials:					
Metal Rail	20,337 Lin. Ft.	@	$1.16	23,535.15	
Metal Rail Ends	8 Each	@	$1.73	13.58	
Post, Wood 8" x 8" x 6'3-1/2"	1,218 Each	@	$4.88	5,943.84	29,490.81
Painting Sub-Contractor:					
John V. Wallen	20,500	@	$.05		1,025.00
				TOTAL	$ 40,425.37

Remarks - Contract No. 5352

This was a "Federal Aid Secondary Project" consisting of the construction of 20,337 linear feet of metal guard rail on the Wallowa Lake Section of the Joseph-Wallowa Lake Highway in Wallowa County.

This project was bid September 30, 1958, awarded October 23, 1958, and completed May 13, 1959.

The Contractor moved onto the project December 1, 1958 using a tractor mounted post hole punch, truck mounted motor driven 12" auger, flatbed truck, a pick-up, and five men and began work digging post holes and placing guard rail posts. The Contractor dug holes and placed posts for the following six weeks.

The installation of the metal guard rail was begun during the second week of January, 1959. 11,000 feet of rail was placed this week. None of the rail was aligned nor were any of the bolts tightened until all the rail had been installed.

The placing of all rail, rail aligned, and bolts tightened was completed January 30, 1959.

The first coat of paint was painted on the rail before the materials had been brought onto the project. The painting of the second coat was delayed until May 3rd, when better weather was available. John Wallen, painting contractor, put on the finish coat of paint.

The Contractor made a good profit on this project.

M.N. Juve
Chief Cost Analysis

By

G.K. Hanson

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FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 17, 1959

S-258(5) (CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5352 (VOUCHER NO.)	5 Final (WARRANT NO.)	J. C. Denton & Sons (AMOUNT)	(DATE)
14320	H247559	$ 1,348.34	6/17/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: (except painting) 80 workdays (all work, 150 workdays), from November 3, 1958

Time Extensions: None of record

Completion Date: May 13, 1959

Date Accepted: May 28, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: June 17, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

JUN [illegible] 1959

HC

NOTED ON CARD

Cc

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RECEIVED
JUN 11 1959

FOR FILING
B-258 (3)

[illegible]

June 10, 1959

Fireman's Fund Indemnity Company
401 California Street
San Francisco 20
California

Gentlemen:

State Highway contract #5352 for guard rail construction on the Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County was completed by the contractor, J. C. Denton & Sons, on May 13, 1959, and was formally accepted by the Highway Commission on May 28, 1959.

Final payment in the amount of $1,348.34 will be released to the contractor on or after June 22, 1959. The total contract amount is $44,944.77, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Indemnity Company
George J. Campbell, Agent
900 Board of Trade Bldg.,
Portland 4, Oregon

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MAY 2[illegible] 1959
FOR FILING
S258(2)

5352

May 27, 1959

Fireman's Fund Indemnity Company
401 California Street
San Francisco 20
California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Denton & Sons on contract #5352, covering guard rail construction on the Wallowa Lake Section of the Joseph-Wallowa Lake Secondary Highway in Wallowa County.

This payment, in the amount of $4,341.31 will be released to contractor on or after June 8, 1959. The retained percentage is $1,348.34.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Fireman's Fund Indemnity Company
George J. Campbell, Agent
900 Board of Trade Bldg.,
Portland 4, Oregon

A

RECEIVED
MAY 21 1959
FOR FILING

S 258 (3)

5352

May 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 13, 1959, on Contract No. 5352, Wallowa Lake Section, in Wallowa County, in connection with Federal Aid Project No. S-258(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

cc: Clarence G. Swenson

DBP:cr

A

Form E-1-

S 258(5)
5352

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 16, 1959

Section Wallowa Lake
Kind of work Guard Rail
Highway Joseph-Wallowa Lk. County Wallowa
Section prefix 132-1028
Contractor J. C. Denton & Sons
Contract number 5352
Date of contract October 23, 1958
Specified work days 150
Date work started December 1, 1958
Work days used 79
Project authorization 50,967.36 $ XXXXXXXX
Per cent of time elapsed 53 %
Exclusive of engineering $ 47,343.73
Estimated cost of completed project, exclusive of engineering $45,000
Estimated per cent overrun or underrun Underrun 5 %
Per cent of contract completed, based on total contract price 100 %
Engineering authorization $ 3,624.13
Engineering cost to date $ 2,100., 58 %
Date project was completed, 19

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man worked on this project painting the guard rail and finished the project Wednesday.

This is the last weekly report.

CONSTRUCTION DIVISION
RECEIVED
MAY 18 1959
NOTED- | | B | | Y
CE ACE ACE | COE

NOTED
JOHN N. [illegible]

Signed J.V. Blickenstaff
Address Box 73, Elgin

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Guard Rail

	~~GRADING~~ XXX	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.85				
Miles partially completed					
Miles completed	3.85				
Total estimated quantities (contract)	20,500				
Total quantities corrected to date	20,337				
Estimated quantities moved or placed to date	20,337				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Men	2
Supervision	
Men and trucks under 3 tons	
Men and trucks over 3 tons	
Men and tractors	

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., 1 spray outfit. ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday			
Friday			
Saturday			

RECEIVED
DEC 18 1958
FOR FILING

S 258 (3)

5352

A

December 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on December 1, 1958, on Contract No. 5352, Wallowa Lake (Guard Rail) Section, in Wallowa County, in connection with Federal Aid Project No. S-258(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

Contract 5352

A

RECEIVED
DEC 15 1958
FOR FILING

Monthly Transaction No. 12-33	Fo 2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. S-258(3) B	**FEDERAL-AID PROJECT AGREEMENT**	County **Wallowa**
		Project No. **S-258(3)**

5352

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **South end S-258(2) to approx. 0.5 mile north of end of FAS 480 (Wallowa Lake Section), on State 351.**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	9-5-58	3.8
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 49,836.00	Federal funds $ 30,800.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)
By Forrest Cooper
Deputy **State Highway Engineer**
(title)
By
(title)
By
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
By **C. G. Polk**
Division Engineer
By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Wallowa Lake Section, Project No. S-258(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

DBP:lmw

November 19, 1938

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement, for the Wallowa Lake Section, Project No. S-258(3).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid Secondary
Project No. S-258 (3)

WALLOWA LAKE SECTION OF THE JOSEPH-WALLOWA LAKE HIGHWAY IN WALLOWA COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 6, 1958

Type Code Y007
Metal Guard Rail (Sta. 88+00 to Sta. 291+00)
(Contract No. 5352)

Metal Guard Rail	20,500 lin. ft.	$2.21	$45,305.00
		Subtotal	$45,305.00
		10% Engr. & Cont.	4,530.50
		Total	$49,835.50

Length of Project	3.845 Miles
Cost of Project Per Mile . .	$12,961.11

Federal Funds	$30,800.00
State Funds	19,035.50
	$49,835.50

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939.

State Funds for Maint.: Chapter 529, laws 1939.

RECEIVED
NOV 26 1958
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

5352

Nov. 26, 1958

J. C. Danton & Sons
505 Park Bldg.
Portland 5, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5352, awarded Oct. 23, 1958, for guard rail on the Wallowa Lake Section of the Joseph-Wallowa Lake Highway in Wallowa County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary,
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING

5352

October 24, 1958

J. C. Denton & Sons
Route 1, Box 1270
Beaverton, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5352 for construction of metal guard rail on Wallowa Lake Section of the Joseph-Wallowa Lake Highway in Wallowa County.

This award was based on your bid of $45,305.00 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
L. D. Merchant

p

RECEIVED
SEP 8 - 1958
FOR FILING

S 258(3)

5252

August 26, 1958

Miss Irene Wiggins
Wallowa Lake Lodge
Joseph, Oregon

Dear Miss Wiggins:

Thank you for your letter of August 19 expressing your appreciation for construction of a guardrail to be undertaken adjacent to Wallowa Lake. Copies of your letter are being forwarded to the members of the Highway Commission and to the State Highway Engineer for their information.

Very truly yours,

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By

Floyd Query, Assistant Secretary

cc Commissioners
Mr. W. C. Williams

NOTED
H. B. GLAISYER

FAQ:fp

Wallowa Lake Lodge

SWITZERLAND OF AMERICA

FISHING • BOATING • RIDING • SWIMMING • DANCING • GAMES • SPORTS • MODERN HOTEL • DINING ROOM • CAMPING • CABINS

POSTOFFICE JOSEPH, OREGON

Aug. 19, 1958

Mr. H. B. Glaisyer,
State Highway Commission
Salem, Ore.

NOTED
H. B. GLAISYER

Dear Sir -

I was very happy to have your letter saying there will be a guard rail around the most dangerous parts of the highway around the lake. I shudder at the many incidents we have had the last month. Bad driving often, it is true, but it's horrible to think of what happens up here when a car goes off the road. I am speaking for many when I say we think you have made a wise decision and several lives may be saved in the years to come. Thank you — all — for your assistance in this matter —

Very truly yours
Irene Wiggins

PORTAL TO THE NORTHWEST'S MOST THRILLING VACATION LAND

RECEIVED
SEP 10 1958
FOR FILING

7/31
46

August 6, 1958

Mrs. Irene Wiggins
Wallowa Lake Lodge
Joseph, Oregon

Dear Mrs. Wiggins:

I refer to your recent communication, directed to Mr. M. K. McIver, Chairman of the Oregon State Highway Commission, in which you outline the need for guard fence construction along the west side of Wallowa Lake Highway where it parallels Wallowa Lake so as to protect motorists and to avoid recurrence of the accident such as resulted recently in the drowning of three people.

Yours was only one of numerous requests that have been received for construction of guardrail at this location.

An investigation of the matter has been made by the Engineering Division, and the facts were presented to the State Highway Commission at its meeting on July 31, 1958. As a result of discussion, the Highway Commission unanimously adopted the Engineer's recommendation that guardrail be constructed on portions of the highway adjacent to Wallowa Lake subject to approval by the U. S. Bureau of Public Roads which is to be asked to provide funds to finance the work. The project as outlined is estimated to cost $65,000. The project will be advertised for bids as soon as possible and it is anticipated that work will be completed this year.

I thought you would be glad to have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

August 6, 1958

Mr. Gordon W. Clarke
City Commissioner
LaGrande, Oregon

Dear Mr. Clarke:

I refer to your recent communication, directed to the State Highway Commission, in which you outline the need for guard fence construction along the west side of the Wallowa Lake Highway where it parallels Wallowa Lake so as to protect motorists and to avoid recurrence of the accident such as resulted recently in the drowning of three people.

Yours was only one of numerous requests that have been received for construction of guardrail at this location.

An investigation of the matter has been made by the Engineering Division, and the facts were presented to the State Highway Commission at its meeting on July 31, 1958. As a result of discussion, the Highway Commission unanimously adopted the Engineer's recommendation that guardrail be constructed on portions of the highway adjacent to Wallowa Lake subject to approval by the U.S. Bureau of Public Roads which is to be asked to provide funds to finance the work. The project as outlined is estimated to cost $65,000. The project will be advertised for bids as soon as possible and it is anticipated that work will be completed this year.

I thought you would be glad to have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

August 6, 1958

Mr. Merle Beckett
City Commissioner
LaGrande, Oregon

Dear Mr. Beckett:

I refer to your recent communication, directed to the State Highway Commission, in which you outline the need for guard fence construction along the west side of the Wallowa Lake Highway where it parallels Wallowa Lake so as to protect motorists and to avoid recurrence of the accident such as resulted recently in the drowning of three people.

Yours was only one of numerous requests that have been received for construction of guardrail at this location.

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I thought you would be glad to have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

August 6, 1958

Mr. H. E. Waddell
City Commissioner
LaGrande, Oregon

Dear Mr. Waddell:

I refer to your recent communication, directed to the State Highway Commission, in which you outline the need for guard fence construction along the west side of the Wallowa Lake Highway where it parallels Wallowa Lake so as to protect motorists and to avoid recurrence of the accident such as resulted recently in the drowning of three people.

Yours was only one of numerous requests that have been received for construction of guardrail at this location.

An investigation of the matter has been made by the Engineering Division, and the facts were presented to the State Highway Commission at its meeting on July 31, 1958. As a result of discussion, the Highway Commission unanimously adopted the Engineer's recommendation that guardrail be constructed on portions of the highway adjacent to Wallowa Lake subject to approval by the U. S. Bureau of Public Roads which is to be asked to provide funds to finance the work. The project as outlined is estimated to cost $65,000. The project will be advertised for bids as soon as possible and it is anticipated that work will be completed this year.

I thought you would be glad to have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

August 6, 1958

Mr. R. L. McMillan, President
LaGrande City Commissioners
LaGrande, Oregon

Dear Mr. McMillan:

I refer to your recent communication, directed to the State Highway Commission, in which you outline the need for guard fence construction along the west side of the Wallowa Lake Highway where it parallels Wallowa Lake so as to protect motorists and to avoid recurrence of the accident such as resulted recently in the drowning of three people.

Yours was only one of numerous requests that have been received for construction of guardrail at this location.

An investigation of the matter has been made by the Engineering Division, and the facts were presented to the State Highway Commission at its meeting on July 31, 1958. As a result of discussion, the Highway Commission unanimously adopted the Engineer's recommendation that guardrail be constructed on portions of the highway adjacent to Wallowa Lake subject to approval by the U.S. Bureau of Public Roads which is to be asked to provide funds to finance the work. The project as outlined is estimated to cost $65,000. The project will be advertised for bids as soon as possible and it is anticipated that work will be completed this year.

I thought you would be glad to have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

August 6, 1958

Mr. R. O. Noyes
City Commissioner
City Hall
LaGrande, Oregon

Dear Mr. Noyes:

I refer to your recent communication, directed to the State Highway Commission, in which you outline the need for guard fence construction along the west side of the Wallowa Lake Highway where it parallels Wallowa Lake so as to protect motorists and to avoid recurrence of the accident such as resulted recently in the drowning of three people.

Yours was only one of numerous requests that have been received for construction of guardrail at this location.

An investigation of the matter has been made by the Engineering Division, and the facts were presented to the State Highway Commission at its meeting on July 31, 1958. As a result of discussion, the Highway Commission unanimously adopted the Engineer's recommendation that guardrail be constructed on portions of the highway adjacent to Wallowa Lake subject to approval by the U.S. Bureau of Public Roads which is to be asked to provide funds to finance the work. The project as outlined is estimated to cost $65,000. The project will be advertised for bids as soon as possible and it is anticipated that work will be completed this year.

I thought you would be glad to have this information.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

RECEIVED
JUL 31 1958
FOR FILING

July 24, 1958

Oregon State Highway Commission

Gentlemen:

We have had numerous requests recently for construction of a guardrail on the Wallowa Lake Highway, on the [illegible]-mile section adjacent to Wallowa Lake.

We have investigated this matter, and, while there is some question as to the warrant, there is no question that there have been fatal accidents due to cars running off and plunging into the lake. While the condition would not appear to be too dangerous to a prudent driver, we seem to continue to have fatal accidents; therefore, it is my recommendation that, subject to approval of the Bureau of Public Roads, guardrail be constructed on those portions of the highway adjacent to Wallowa Lake, the estimated cost of which will be $65,000. The project can be financed from savings accrued from underruns on other jobs.

This matter will be on the agenda for the July 31-August 1 meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Tom Edwards
Mr. S. H. Probert
Mr. C. H. Maison

FC:me fn

$65,000
is the cost
of the guard
rail at
Wallowa Lake

---

by Edwards

La Grande, Oregon
July 9, 1958

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The recent auto accident at Wallowa Lake causing the death of three people by drowning gives further indication of the need of a fence on the west side of the highway where it parallels the lake.

I should like to urge you to give serious consideration to the ellimination of this hazard.

Very truly yours,

R. O. Noyes

R. O. Noyes
City Commissioner

RECEIVED
JUL 11 1958
OREGON
STATE HIGHWAY COMMISSION

La Grande, Oregon
July 9, 1958

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The recent auto accident at Wallowa Lake causing the death of three people by drowning gives further indication of the need of a fence on the west side of the highway where it parallels the lake.

I should like to urge you to give serious consideration to the ellimination of this hazard.

Very truly yours,

R. L. McMillan

R. L. McMillan, President
La Grande City Commissioners

RECEIVED
JUL 14 1958

La Grande, Oregon
July 9, 1958

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The recent auto accident at Wallowa Lake causing the death of three people by drowning gives further indication of the need of a fence on the west side of the highway where it parallels the lake.

I should like to urge you to give serious consideration to the ellimination of this hazard.

Very truly yours,

R. L. McMillan

R. L. McMillan, President
La Grande City Commissioners

RECEIVED
JUL 14 1958
STATE [illegible]

La Grande, Oregon
July 9, 1958

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The recent auto accident at Wallowa Lake causing the death of three people by drowning gives further indication of the need of a fence on the west side of the highway where it parallels the lake.

I should like to urge you to give serious consideration to the ellimination of this hazard.

Sincerely yours,

HEWaddell.

H. E. Waddell
City Commissioner

RECEIVED
JUL 11 1958
[illegible]

La Grande, Oregon
July 9, 1958

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The recent auto accident at Wallowa Lake causing the death of three people by drowning gives further indication of the need of a fence on the west side of the highway where it parallels the lake.

I should like to urge you to give serious consideration to the ellimination of this hazard.

Very truly yours,

Merle Beckett

Merle Beckett
City Commissioner

RECEIVED
JUL 11 1958
OREGON
STATE HIGHWAY COMMISSION

La Grande, Oregon
July 9, 1958

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

The recent auto accident at Wallowa Lake causing the death of three people by drowning gives further indication of the need of a fence on the west side of the highway where it parallels the lake.

I should like to urge you to give serious consideration to the ellimination of this hazard.

Very truly yours,

Gordon W Clarke

Dr. Gordon W. Clarke
City Commissioner

RECEIVED
JUL 11 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 3 - 1958
FOR FILING

July 3, 1958

Mr. M. K. McIver, Chairman
Oregon State Highway Commission
225 S. W. Broadway
Portland 5, Oregon

Co

Dear Mr. McIver:

Receipt is acknowledged of the letter you forwarded to me from Mrs. Irene Wiggins, having reference to the possibility of constructing guard fence along the Wallowa Lake Highway where it adjoins the lake. For several years we have discussed the desirability (or shall I say "warrant") of constructing such a fence, but owing to the cost, which would be about $70,000 for a four-mile section, no definite action has materialized.

I have done some preliminary investigating and believe that the construction of such a fence would qualify as a federal-aid secondary highway project. In Division No. 5 we have had some material underruns of our estimated costs on secondary highway projects, and I believe it possible that accumulated funds by reason of underruns may be of a sufficient amount to take care of this guard fence project. I shall do some more investigating and bring to you a complete report with a recommendation as to whether or not we should attempt to go ahead immediately with such a project.

Very truly yours,

W. C. Williams
State Highway Engineer

WCW:hi
cc Mr. Forrest Cooper

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

OREGON STATE HIGHWAY COMMISSION
OFFICE OF M. K. McIVER
225 S. W. BROADWAY
PORTLAND 5, OREGON

July 2, 1958

Mr. W. C. Williams, State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon

Dear Mr. Williams:

Enclosed is a letter from Mrs. Irene Wiggins regarding the accident involving the car that went into the lake, killing three.

As I recall it, we have thought about a guard rail on this road for some time. I would suggest that maybe we should have an investigation to see if it is warranted. If you think well of it, will you please have the matter looked into and let me know.

Yours very truly,

M. K. McIver
Chairman

MKM:f
Enc.

RECEIVED
JUL 3 1958
OREGON
STATE HIGHWAY COMMISSION

Wallowa Lake Lodge

SWITZERLAND OF AMERICA

MODERN HOTEL • DINING ROOM • CAMPING • CABINS

FISHING • BOATING • RIDING • SWIMMING • DANCING • GAMES • SPORTS

POSTOFFICE JOSEPH, OREGON

June 28, 1958

Mr. Milo McIvor;
State Highway Commission,
Salem, Ore.

Dear Mr. McIvor:

There is a deep sense of tragedy hanging over us all this morning because of the loss of three lives here yesterday afternoon. A car went into the lake and two women and a little three-year-old girl were drowned. The mother of the little girl somehow escaped, swam out, climbed the steep bank and lived to tell the story, although she is under shock and isn't saying much as yet. That makes five people drowned in the last four years, and the season just beginning.

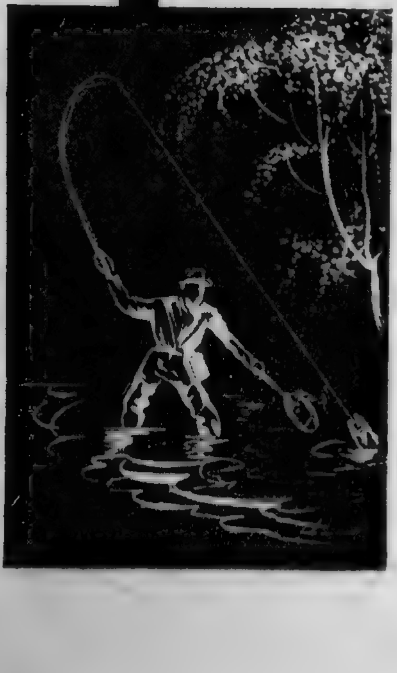
I want to tell you that I am starting a campaign today to bring the matter of a strong guard rail around the lake to the attention of Oregon residents. The state has built and maintains a beautiful park up here, and has built a new highway to it. More and more people are enjoying the beauties of this section of the state, but how many have to die on the unprotected highway? There is only about four miles that need the railing, and I don't think the cost amounts to much in the finances of the state highway's affairs.

I plan to use Chamber of Commerce resolutions, newspaper editorials, and signatures on petitions to move this project along to the best of my ability. I am also writing to Mr. Armstrong in this same mail, the material being the same as that in this letter.

Remembering when you were a big football hero and I was a freshman of 16 worshipping from afar-------- Can you tell me what you think of this idea of mine? I am full of the fire this morning, and feel as if I could accomplish this by myself if I can't get support in the right quarters.

Most sincerely,

Irene Wiggins



PORTAL TO THE NORTHWEST'S MOST THRILLING VACATION LAND

33-1058 Big Eddy-Rufus Sec. of 1958
Columbia R. Hwy.
#5353

33-1058

RECEIVED

May 5, 1960

FINAL COST ANALYSIS

Paving

NOTED W. C. WILLIAMS

Big Eddy-Rufus
Contract No. 5353

Columbia River Hwy.
Prefix 33-1058-201(41)

Contractor: J.C. Compton
Resident Engineer: M.D. Glenn

Item	Quantity	Unit	Unit Bid	Unit Cost	Total Cost	Gross Revenue
1. Special Borrow Excav., Uncl.	1,506	Cu.Yd.	0.60	0.50	753.81	903.60
2. 3/4"-0 Rock in Level Crse.	12,887.90	Ton	2.00	1.85	23,824.97	25,775.80
3. Sprinkling	742.8	M-Gal.	2.00	1.86	1,381.50	1,485.60
4. Preparation of Base	15.74	Mile	50.00	41.69	656.27	787.00
5. 3/4"-0 Rock in Binder Crse.	126.46	Ton	2.60	2.39	301.67	328.80
7. RC-3 Asphalt	7.66	Ton	50.00	40.61	311.10	383.00
8. 120-150 Asphalt	527.56	Ton	40.00	37.45	19,758.75	21,102.40
9. RS-1 Asphalt	152.82	Ton	43.00	39.71	6,068.76	6,571.26
10. Asph.Conc.Mix.in Patching	518.49	Ton	3.60	2.94	1,522.28	1,866.56
11. Asph.Concrete Mixture	36,393.46	Ton	3.45	3.26	118,708.44	125,557.44
12. 85-100 Asph.in Mixture	1,917.19	Ton	33.00	31.86	61,076.43	63,267.27
13. 1/2"-1/4" Rock in S.P.	4,492.3	Cu.Yd.	1.70	1.34	6,007.07	7,636.91
14. 1/4"-#10 Rock in S.P.	1,806.6	Cu.Yd.	1.70	1.34	2,435.31	3,071.22
15. 1/4"-0 Rock in S.P.	3,651	Cu.Yd.	1.25	1.34	4,870.59	4,563.75
16. Haul cr.rock, pile measure	4,975	Yd.Mi.	0.15	0.128	638.81	746.25
PA#1 Furnish & Place Aggregate	6,785	Cu.Yd.	3.50	3.03	20,582.88	23,747.50
PA#2 Paving Road Approaches	5	Each	30.00	12.21	61.06	150.00
PA#2 Remove & reinstall sight posts	27	Each	2.00	1.95	52.76	54.00
PA#3 Remove & reinstall guard rail	2,358	Lin.Ft.	1.35	0.78	1,835.51	3,183.30
PA#4 Purchase 3/4"-0 Cr.Aggre.	1,279	Cu.Yd.	1.15	1.15	1,470.85	1,470.85
Force Account (Flagging)					2,262.64	2,262.64
					$274,581.46	$294,915.15

Gross Revenue	$ 294,915.15
Total Cost	274,581.46
Net Profit	$ 20,333.69

Net Profit equals 6.89% of Gross Revenue

DETAIL OF COST - Contract No. 5353

Labor:						
Labor					$ 86,107.36	
Labor Insurance					10,516.59	$ 96,623.95
Equipment Rental and Miscellaneous Supplies:						
Equipment Rental, Owned					47,969.67	
Equipment Rental, Hired					4,925.47	
Gas, Oil and Grease					21,102.09	
Bond					2,187.58	
Utilities and Telephone					304.25	
Home Office and General Overhead					15,894.91	
P.L. and P.D. Insurance					418.09	
Move In					1,212.63	
License and P.U.C.					2,185.94	
Freight					1,123.58	
Travel and Miscellaneous					1,613.58	98,937.79
Materials:						
RC-3 Asphalt	7.66	Ton	@	$30.04	230.18	
120-150 Asphalt	527.56	Ton	@	$27.85	14,692.55	
RS-1 Asphalt	152.82	Ton	@	$29.65	4,531.11	
85-100 Asphalt	1,917.19	Ton	@	$27.85	53,393.74	
Fuel Oil	1,265	Bbl.	@	$2.75	3,478.75	
Powder					2,693.39	79,019.72
					TOTAL COST	$ 274,581.46

Remarks - Contract No. 5353

This was a "State Project" calling for paving of three units on the Columbia River Highway. The location of the units with respect to one another to The Dalles, Big Eddy, Celilo, Biggs and Rufus, consisting of the construction of 0.56 miles of grade revision, involving approximately 5,400 cubic yards of gravel borrow materials and leveling course; 15.6 miles of stone shoulders, involving approximately 11,300 tons of crushed rock; the construction of 15.6 miles of asphaltic concrete pavement, involving approximately 37,000 tons of asphaltic concrete; and furnish of approximately 10,000 cubic yards of crushed rock in stockpiles.

The project was bid September 30, 1958 and was awarded October 23, 1958. The contractor started drilling the quarry and setting up crushing plant January 12, 1959. Crushing of aggregate began February 27, 1959, progressing rather steady with slight delay due to inclement weather and burning out of 200 h.p. electric motor on 4-1/2' cone crusher. Paving started February 21, 1959 and was completed May 28, 1959. Oiling of shoulders was completed July 21, 1959.

Equipment used on project: Complete crushing plant, D7 with dozer, D8 with dozer, 2-1/2" air track, compressor 600 c.f.m., three rollers, blade, 1,800 gallon water wagon, 2-yard Hough loader, seven 10-yard trucks, power broom, distributor, six 5-yard trucks, Madsen paving plant, Barber-Greene, four pickups and miscellaneous small hand tools.

The contractor operated efficiently but some of the equipment was not in the best of shape. Had it been in good condition, a much better profit would have been realized.

M.N. Juve
Chief Cost Analyst

By

H.R. Sturgis

RECEIVED
OCT 20 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 16, 1959

[illegible]			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5353	7 Final	J. C. Compton Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25014	66962	$8,847.45	10-12-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 120 workdays from November 3, 1958

Time Extensions: None of record

Completion Date: July 21, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 19, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 19 1959
GRM

NOTED ON CARD
dc

RECEIVED
SEP 30 1959
FOR FILING
33-1058

October 1, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5353 for paving the Big Eddy-Rufus Section of the Columbia River Highway in Wasco-Sherman Counties was completed by the contractor, J. C. Compton Co., on July 21, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $8,847.45 will be released to the contractor on or after October 13, 1959. The total contract amount is $294,915.15, of which amount $2,262.64 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Gordon Carey Insurance Agency
334 3rd Street
McMinnville, Oregon

A

RECEIVED
SEP - 1 1959
FOR FILING
32-28
5353

September 1, 1959

Glens Falls Insurance Company
Pacific Coast Department
6th Floor Mills Tower
San Francisco, California

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to J. C. Compton Company on Contract No. 5353, for paving the Big Eddy-Rufus Section of the Columbia River Highway, Wasco and Sherman Counties.

This payment, in the amount of $54,406.52, will be released to the contractor on or after September 11, 1959. The retained percentage is $8,847.45.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

cc: Gordon Carey Insurance Agency
334 Third Street
McMinnville, Oregon

NOTED ON CARD
jmc
9/1/59

Form E-1—(Rev.)—10M—2-59

A

33-1058

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July25, 1959, 19

Section Big Eddy-Rufus

Kind of work Paving

Highway Columbia River County Wasco & Sherman

Section prefix 33-1058

Contractor J. C. Compton Co.

Contract number 5353

Date of contract October 13, 1958

Specified work days 120

Date work started January 12, 1959

Work days used 119

Project authorization $331,549.00

Exclusive of engineering $291,938.00

Per cent of time elapsed 99 %

Estimated cost of completed project, exclusive of engineering $290,400

Estimated per cent overrun or underrun 4.5 %

Per cent of contract completed, based on estimated cost 99.5 %

Engineering authorization $24,711.04

Engineering cost to date $23,000, 93 %

Date project was completed July 21, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
none	none	100	none	100	100	100

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor completed final seal on shoulders Monday and re-installed sight posts and cleanup Tuesday. Still has equipment at Fulton Canyon quarry site.

Dean Swift in Monday and Tuesday.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 27 1959
NOTED-- CE ACE ACE COE

Signed M. D. Glenn

Address The Dalles

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.56	15.6		15.6	15.6
Miles partially completed					
Miles completed	0.56	15.6		15.6	15.6
Total estimated quantities (contract)	5,400 c.y.	11,300 Tons	10,000 c.y.	6,530 Tons	37,000Tons
Total quantities corrected to date	1,500	12,857	9,930	6,785 c.y.	36,395
Estimated quantities moved or placed to date	1,500	12,857	9,930	6,785	36,395
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				23	

Men 21

Supervision 2

Men and trucks under 3 tons 3

Men and trucks over 3 tons 11

Men and tractors

Equipment used during week: Shovels ...., Power graders ....2...., Rollers ..2......, Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., Hough Loader 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair-Breezy		
Monday	Fair-Breezy		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
MAR 1959
R FILING
FORM 820—50M—2-57—1476

5353

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1959

SUBJECT: Asphaltic Concrete Pavement
Big Eddy - Rufus

To:

Tom Edwards
Construction Engineer
Office

In reference to the asphaltic concrete pavement on the Big Eddy - Rufus project, prefix 33-1058, contract no. 5353, I note that the easterly portions require only one 1½ inch lift. Recent examination has indicated a large number of flushed spots in the present oil mat. Usually, when pavement is placed over flushed oil mats the asphalt is reduced in the pavement in an amount equal to the excess on the old mat.

This procedure will not work, however, in the subject project because the flushing is not at all uniform. There are spots with considerable excess asphalt right adjacent to a dry surface, or streaks in one wheel track and none in the other. Reducing the asphalt to account for the excess in the flushed spots will result in an excessively dry pavement over the dry oil mat susceptible to raveling and break-up. Sufficient asphalt over the dry condition will result in flushing over the greasy spots.

Spreading fine gravel over the flushed spots does some good in preventing the spreader tracks from pulling up the whole mat, but the procedure does not supply enough material to take care of the excess asphalt.

I suggest, for your consideration that these flushed spots be burned, quite thoroughly, prior to paving

O. A. WHITE
Ass't. Engineer of Materials

cc G. S. Paxson
L. H. Young
Dean Swift

NOTED
RECEIVED
MAR 13 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 20 1958
FOR FILING

[illegible]

[illegible]

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 20, 1958

J. C. Compton Co.
P. O. Box 86
McMinnville, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5353, awarded Oct. 23, 1958, for paving on the Big Eddy-Rufus Section of the Columbia River Highway in Wasco and Sherman Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING
32-1-58

5353

October 24, 1958

J. C. Compton Company
P. O. Box 86
McMinnville, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5353 for paving and also furnishing crushed materials in stock piles on the Big Eddy-Rufus Section of the Columbia River Highway, in Wasco and Sherman Counties.

This award was based on your bid of $305,388.00 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

DF-186(18) Sunset Hwy. U'Xing of 1958
First St. at North Plains
#5354

04A
2005

A

RECEIVED
AUG 8 - 1960

FOR FILING
SF-126(18)

5354

August 5, 1960

Fireman's Fund Insurance Co.,
3333 California Street
San Francisco
California

Gentlemen:

State Highway contract #5354 for structure on the North Plains Undercrossing Section of Sunset Highway in Washington County was completed by the contractor, Richard L. Martin Co., on June 24, 1960, and was formally accepted by the Highway Commission on July 7, 1960.

Final payment in the amount of $8,917.68 will be released to the contractor on or after August 15, 1960. The total contract amount is $91,889.59, of which amount $35.09 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Fireman's Fund Insurance Co.,
George J. Campbell, Agent
900 Board of Trade Bldg.,
Portland 4, Oregon

A

RECEIVED
JUN 10 1959

FOR FILING

[illegible]

5354

June 10, 1959

Mr. Richard L. Martin
P. O. Box 482
Oswego, Oregon

Dear Sir:

Reference is made to your letter of June 2, concerning delay in access to the site of the North Plains Undercrossing, Contract No. 5354.

We regret that start of this job was delayed because of inclement weather which would not allow the grading work to proceed. Our specifications, however, are written with this in mind and specifically do not guarantee when the site will be available. I can only refer you to my previous letter of January 27, 1959, concerning the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. W. C. Williams
Mr. Ivan D. Merchant

RECEIVED
JUN 11 1959
FOR FILING
BF 136(11)

NEptune 6-3645

RICHARD L. MARTIN CO.
GENERAL CONTRACTORS
P. O. BOX 482
OSWEGO, OREGON

June 2, 1959

5354

Mr. G. S. Paxson
Assistant State Highway Engineer
State Highway Department
Salem, Oregon

Re: North Plains Undercrossing
Contract No. 5354
Awarded 10-23-58
Bridge No. 8558

Dear Mr. Paxson:

Reference is made to your letter of January 27, 1959 in regard to the delay in starting work under this contract.

As we pointed out in our letter of November 25, 1958, this contract was bid on the basis that the contract would be completed within 140 working days. In fact, the entire emphasis of this contract is on completion within that time, or earlier: the signed contract states that the beginning date of the workday count is November 3, 1958, 10 days after the date of the award; the special provisions state that the contract shall be completed in its entirety before the elapse of 140 workdays; the provisions relating to Federal aid state that "the contractor will be expected not only to complete the work within the number of workdays specified... but to complete it as much earlier as his capabilities will permit."

Our entire bid and planning were based on the expectation that we would be able to commence work promptly in order to comply with the above requirements. Accordingly, the inability to commence work until after what was the original completion date has resulted in additional costs for us because of wage and material increases.

Your letter mentions that the special provisions specifically admonish that the approach embankment may not be in place by November 30, 1958. We took this possibility into account when we bid the job and were prepared to commence work regardless of whether the embankment had been completed by November 30, although, of course, we expected that it would be completed within a reasonable time.

Failure to complete the embankment, however, is not the cause of our present delay. The delay is the result of failure to complete the detours. It seems to us that had there been any likelihood that the detours would not have been completed on schedule, the special provisions would have so indicated just as the special provisions do in case of the approach embankment.

NOTED
G. S. PAXSON

Richard L. Martin Co June 2 1959

To: G. S. Paxon
Assistant State Highway Engineer
State Highway Dept.
Salem, Oregon

When we bid the job, therefore, we expected that the approach embankment might not be completed by November 30, 1958, but that the detours would be completed on schedule. Under these circumstances we think that either the special provisions are misleading or that new circumstances have occurred which neither we nor the State of Oregon contemplated, and that an allowance should be made for our increased costs.

We will appreciate your giving further consideration to this matter.

Very truly yours,

RICHARD L. MARTIN CO

Richard L. Martin

Richard L. Martin

rlm/md
1 1 1

RECEIVED
JUN 2 1959
OREGON
STATE HIGHWAY COMMISSION

[illegible] D
[illegible] 1959
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 2 1959

FOR FILING

[illegible]

5-84

January 27, 1959

Mr. Richard L. Martin
P. O. Box 482
Oswego, Oregon

Re: North Plains Undercrossing
Contract 5354

Dear Mr. Martin:

Under date of November 25, 1958, you wrote Mr. Merchant, Bridge Engineer, relative to the delay in starting of construction on the North Plains Undercrossing, Contract 5354.

You will not be charged workdays on this contract until the site is made available to you. There is no way that any contract can be renegotiated and allowance made for additional costs claimed due to delay in the anticipated starting date. The special provisions, which are a part of the contract, specifically call attention to the fact that traffic is to be routed around the job by a detour road to be constructed by the contractor for the road work. These provisions also advise, but do not specifically guarantee, that the approach embankment will be in place by November 20, 1958.

When the grading gets under way in the spring and we can reasonably estimate the time of completion, we will notify you.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm
cc Mr. W. C. Williams
Mr. Ivan D. Merchant
Mr. A. G. Skelton

RICHARD L. MARTIN CO.
GENERAL CONTRACTORS
P. O. BOX 482
OSWEGO, OREGON

November 25, 1958

State of Oregon
State Highway Department
Attention: Ivan D. Merchant
Salem, Oregon

Re: North Plains Undercrossing
Contract No. 5354
Awarded 10-23-58
Bridge No. 8558

Gentlemen:

Your letter of November 18th has been received. We will await completion of the detours by Warren Northwest, Inc.

This contract was bid and awarded on the basis that work would be completed within 140 working days, or early in June 1959. Labor and other costs, of course, were estimated in accordance with that completion date, and we anticipated an October construction start with completion of approximately 50% of the bridge by December 31, 1958. We now understand that it will not be possible even to commence work until around July 1, 1959, or subsequent to the contract completion date, due to the fact that detours necessary to free the site will not have been completed until then.

Accordingly, it will be necessary that the contract completion date be extended with the working period to commence when the detours have been completed and work can be commenced at the site. Because all the work will now have to be performed after the first of the year, and because of the wage increase that will occur after the first of the year, our costs will be higher under the changed construction schedule. We would expect, therefore, that we should be reimbursed for any extra costs that may be incurred as the result of the change in schedule.

We want to expresseur intention to cooperate with the State in every way that we can in the face of the changed conditions in order that this work may be completed as quickly and satisfactorily as possible. At the same time, we aresure that the State will give proper consideration to the fact that the contract conditions on which the bid was based have been altered through no fault of our own.

Very truly yours,

RICHARD L. MARTIN CO

Richard L. Martin

cc: Mr. A. G. Skelton
Mr. Robert Dow

A

FORM E-129 SM 10-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
JAN 14 1959
FOR FILING

SF 186 (11)

5354

Jan. 13, 1959

Richard L. Martin Co.
P. O. Box 482
Oswego, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5354, awarded Oct. 23, 1958, for structure - North Plains Undercrossing - on the Sunset Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
[illegible] 1958
FOR FILING

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

OREGON DISTRICT [illegible]

When replying, refer to:
08-35.4-0
5354

November 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-186(18), North Plains Interchange Undercrossing Structure on the Sunset Highway, Contract No. 5354

Dear Sir:

In our letter of concurrence dated October 23, 1958, we inadvertently showed the low bid as $119,750.00, instead of $92,614.00, the amount actually bid by Richard L. Martin Co. of Oswego, Oregon. The larger figure was the engineer's estimate of cost.

Please change the bid amount to $92,614.00 on your copy of the concurrence letter.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

Copy to [illegible]

RECEIVED
NOV - 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1958
FOR FILING

OF Rc (17)

5354

October 24, 1958

Richard L. Martin Company
P. O. Box 482
Oswego, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 awarded to you State Highway Contract No. 5354 for construction of an undercrossing of First Street at North Plains on the Sunset Highway in Washington County.

This award was based on your bid of $92,614.00 which was the low bid submitted to the Commission the 30th of September, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

P

RECEIVED
SEP 4 - 1958
FOR FILING

DF-1[illegible]

5354

MISC. CONTRACTS and
AGREEMENTS No. 5005

Salem, Oregon
September 3, 1958

Throughway Agreement
North Plains Interchange Section
Sunset Highway
Washington County

483

Mr. C. G. Swanson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of a Throughway Agreement with Washington County covering the North Plains Interchange Section of the Sunset Highway in Washington County.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Washington County.

Assistant Secretary

rn
Attach: 1

RECEIVED
SEP 5 - 1958
FOR FILING

file

September 3, 1958

County Court of Washington County
Court House
Hillsboro, Oregon

Gentlemen:

We are enclosing for the records and files of Washington County a fully executed copy of a Throughway Agreement between the State Highway Commission and Washington County covering the North Plains Interchange Section on the Sunset Highway in Washington County.

Very truly yours

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

By____________________________
Floyd Query, Assistant Secretary

rn
Enc.

FORM E-20 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 26, 1958

SUBJECT: Throughway Agreement
North Plains Interchange Section
Sunset Highway No. 47
Washington County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of an agreement covering the subject named project. Two copies of the agreement have been executed by the Court and are now ready for signature by the Highway Commission. Both copies require your signature of approval.

The project was approved by the Commission 5/8/58.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE 5-8-58 min. Page 49
Lloyd Query
asst Secretary

APPROVED
Paxson
ASST STATE HIGHWAY ENGINEER
Date Aug 26 1958

FORM E-30 25M 9-51 52315

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1958

SUBJECT: Throughway Agreement
North Plains Interchange
Sunset Highway No. 47
Washington County

RECEIVED
JUL 22 1958
ENGINEER
COUNTY & CITY RELATIONS

To: G. S. Paxson
Ass't State Highway Engineer

OFFICE

Attached hereto, are six copies of the above entitled throughway agreement requested by your letter of July 9, 1958.

One exhibit map was sent to this office which we have attached to our file copy. We understand additional maps will be furnished by County and City Relations.

GLEN V. SORENSEN
Staff Attorney

GVS:mmb
Attachments
cc: L. I. Lindas

RECEIVED
JUL 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

File DF-186(18)

5354 When replying, please refer to
08-35.4

August 4, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Re: Oregon Project DF-186(18)
North Plains Interchange Section
Sunset Highway

Dear Sir:

We have today approved the P. S. and E. documents for subject project. This is to authorize your advertising for bids.

Approval is given subject to the condition of your furnishing copies of a satisfactory State-County agreement covering revisions and closures of existing roads.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

RECEIVED
AUG 5 1958
OFFICE OF
STATE HIGHWAY ENGINEER

3-3251 Sandy Sand Storage Shed 1958

#5355

RECEIVED
MAR 11 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

February 27, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5355	4 Final	Sorge R. Perrin	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
4581	H237708	$685.50	2-27-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from Nov. 3, 1958

Time Extensions: None

Completion Date: Feb. 5, 1959

Date Accepted: Mar. 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: Mar. 6, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: MAR 6 1959
GRW

NOTED ON CARD
om

A

RECEIVED
FEB 20 1959
FOR FILING

Feb. 20, 1959

CERTIFIED MAIL

United Pacific Insurance Co.
Fidelity & Surety Dept.
Medical Arts Bldg.
Tacoma 1, Wash.

Gentlemen:

State Highway Contract No. 5355, for Sandy Sand Shed on the Mt. Hood Highway in Clackamas County was completed by the contractor, Serge R. Perrin, on February 5, 1959, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $685.50 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $9,276.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc: United Pacific Insurance Co.
Portland Branch Office
223 Board of Trade Bldg.
Portland 4, Oregon

RECEIVED
JAN 1 - 1959
FOR FILING

COMMISSIONERS
[illegible]
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

3-3251

5355

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Dec. 31, 1958

Serge R. Perrin
405 Ogden Drive
Oregon City, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5355, awarded Oct. 23, 1958,
for Sandy Sand Shed on the Mt. Hood Highway
in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING

A

October 24, 1958

Mr. Serge R. Perrin
409 Ogden Drive
Oregon City, Oregon

Dear Mr. Perrin:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5355 for construction of Sandy sand storage shed in Clackamas County.

This award was based on your bid of $9,140.00, which was the low bid submitted to the Commission on October 21, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Provert
R. G. Savage (SIAC)
I. D. Merchant

R

RECEIVED
SEP 18 1958
FOR FILING
3-3251

5355

Salem, Oregon
September 17, 1958

Mr. Ivan Merchant
Bridge Engineer

Attached is a map, cross sections, and field notes of a maintenance station site at Sandy on the Mount Hood Highway.

Kindly proceed with the design and contracting of a 60' x 79' standard sand storage shed for this location.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Attachment

RECEIVED
SEP
FOR FILING

R

FORM E-30 50M 8-57

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1958

SUBJECT: Proposed Sand Shed
Maintenance Station Site - Sandy
Mt. Hood Highway

To:

Mr. P. M. Stephenson
Assistant State Highway Engineer
Office

Enclosed herewith is original sketch and one copy of plot plan, original cross section, and field notes showing the proposed Sand Shed at the new Maintenance Station site at the East City Limits of Sandy on the Mt. Hood Highway.

It is requested that construction of a new Sand Shed at this location be undertaken at the earliest possible date so it can be included in the 1958 Cost Records. Funds for this shed were set up in the 1958 Budget.

It is recommended that a 60' x 79' standard sand storage shed for light snow loads be constructed as shown on Drawing #12771 ~~and~~ at a 55' ground level.

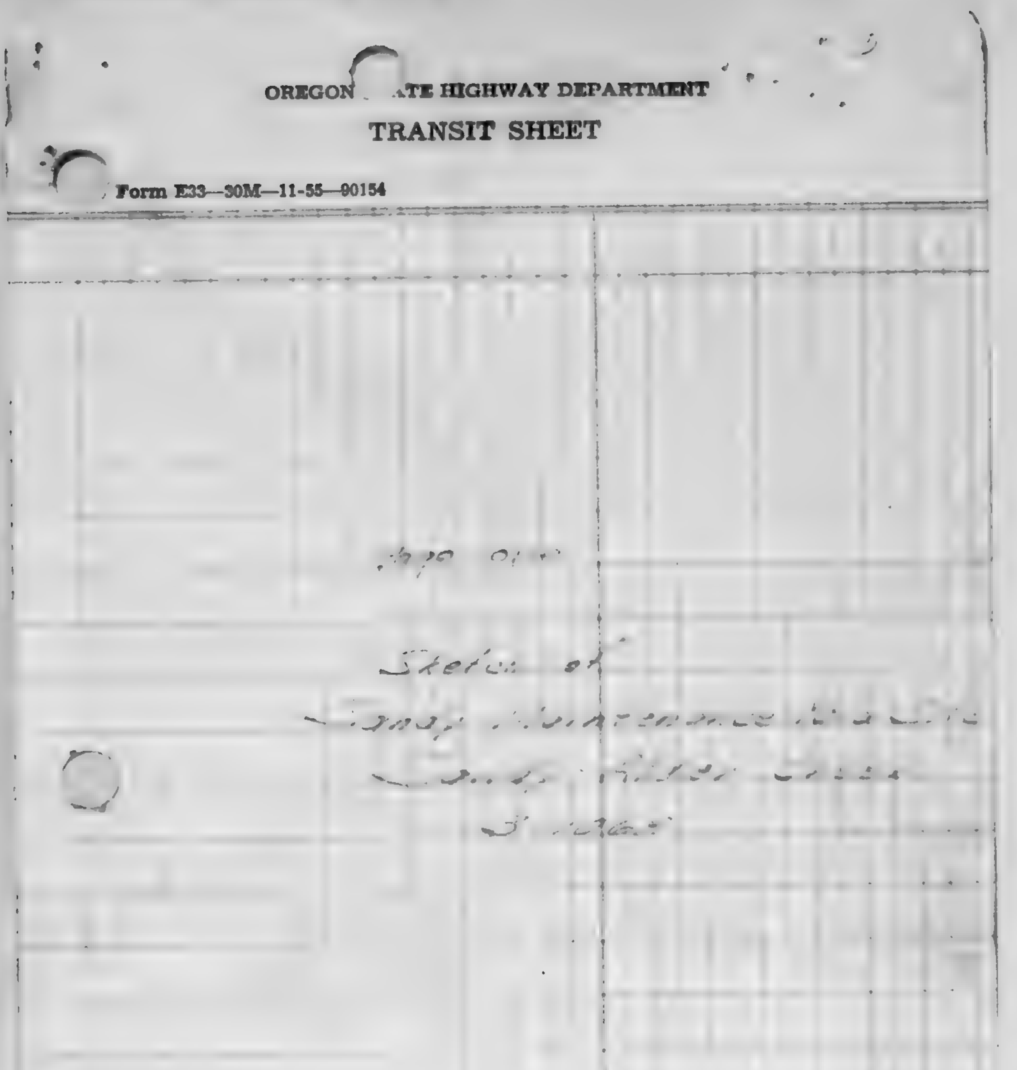
If you approve the construction as outlined would you please return the original cross sections and field notes for use of the field crews so that the grading can be started in the near future.

E. Chidsey
E. F. Chidsey
Assistant Maintenance Engineer

AL:hl
Enclosures

cc: A. G. Skelton
D. D. Rohrbough

NOTED
P. M. STEPHENSON



OREGON STATE HIGHWAY DEPARTMENT

TRANSIT SHEET

Form E33—30M—11-55—90154

[illegible]

Sketch of

[illegible] Maintenance Station

Sandy River [illegible]

[illegible]

[illegible]
Yard . Line Date 8-[illegible] Party [illegible]

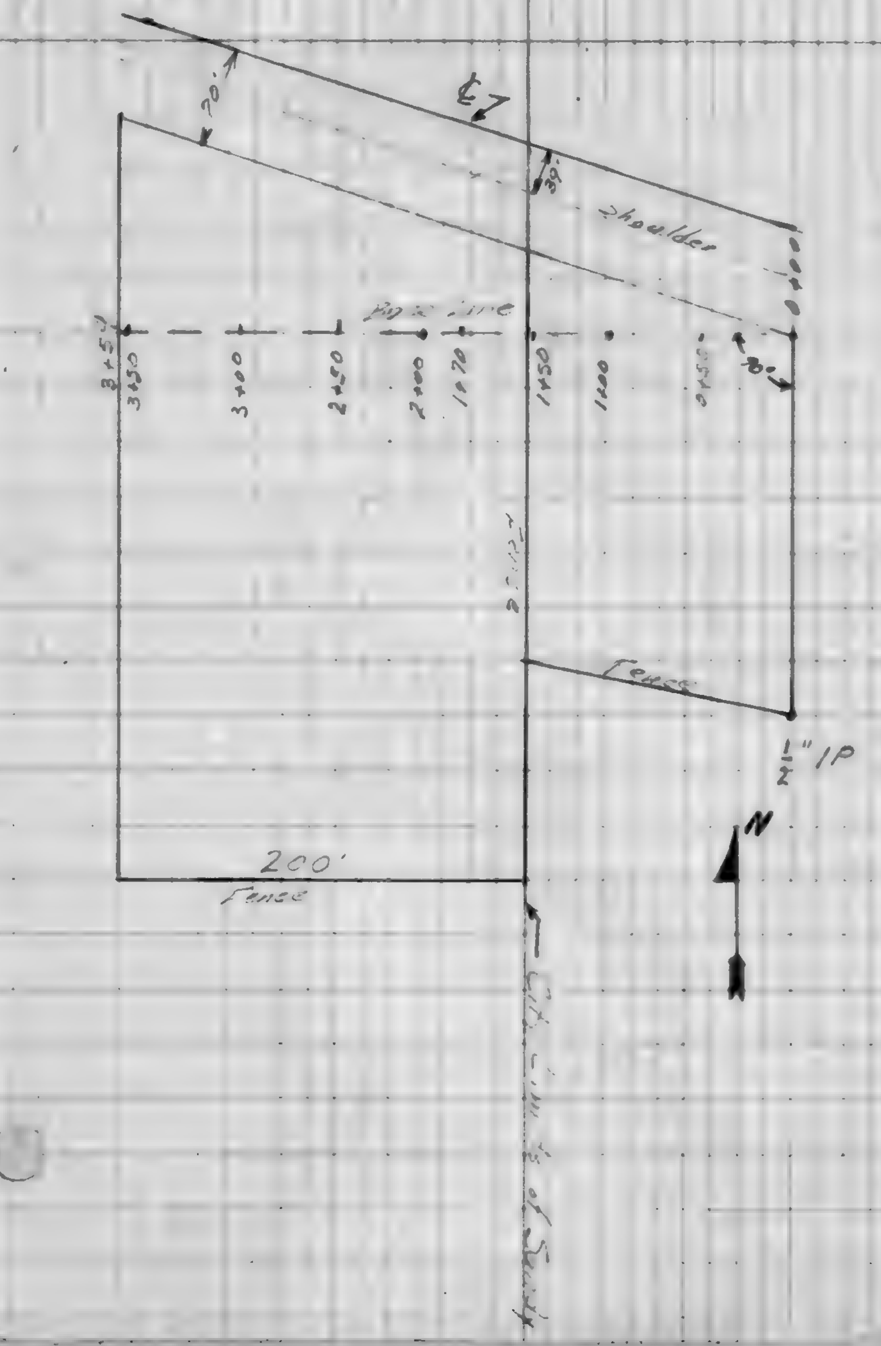
Project Sandy-[illegible]

OREGON STATE HIGHWAY DEPARTMENT

TRANSIT SHEET

Form E33—30M—11-55—90154

②



70'
℄7
39'
Shoulder
Base Line
3+54
3+50
3+00
2+50
2+00
1+70
1+50
1+00
0+50
0+00
30'
Fence
200'
Fence
1/2" IP
N
City Limits of Sandy

Maintenance
[illegible] Line Date 8-28-[illegible] Party Carothers
Kansella
Reuter
Pike
Project Maintenance Yard Site
Sandy - Alder Creek

Last Page

Scetch of
Maintenance Yard Site
Sandy - Alder Creek
3-1068

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION CROSS SECTION NOTES
Form E-33-20M-4-54 State Printing 75077

READINGS		Remarks or
C	Right	Sketches

First Page

Maintenance Yard Site
Cross Sections

Sandy - Alder Creek
3-1068-[illegible]

OREG[illegible] TATE HIGHWAY DEPARTMENT

CONSTRUCTION CROSS SECTION NOTES

Form E-32—30M—4-54 State Printing 75077

Base Line Date 8-28-5 Party Rector

Maintenance Site

Project [illegible] Alder Creek

STATION	Ground Elev.	Grade Elev.	CROSS SECTION Left		℄	C	READINGS Right	Remarks or Sketches
0+00	[illegible]		Bldg. Fence $\frac{1048^{4}}{175^{0}}$ $\frac{[illegible]}{150^{0}}$ $\frac{1054^{4}}{100}$ [illegible]	Rt 1060	[illegible]		Top Ditch $\frac{1060^{8}}{31^{5}}$ Bottom Ditch $\frac{1059^{2}}{3[illegible]^{5}}$ Edge Shldr $\frac{1057^{7}}{39^{0}}$	
[illegible]	1058		Fence $\frac{1047^{7}}{150^{0}}$ $\frac{1051^{6}}{140^{0}}$ $\frac{1053^{6}}{100^{0}}$ $\frac{1056^{6}}{50^{0}}$	1055	[illegible]		$\frac{1059^{3}}{50^{0}}$ Top Ditch $\frac{1059^{4}}{76^{0}}$ Bottom Ditch $\frac{1057^{4}}{84^{0}}$ Edge Shldr [illegible]	
1+00	1056^{25}		Fence $\frac{1049^{0}}{150^{0}}$ $\frac{1050^{8}}{121^{5}}$ $\frac{1051^{7}}{100^{0}}$ $\frac{1053^{7}}{50^{0}}$	[illegible]	[illegible]		$\frac{1058^{1}}{50^{0}}$ $\frac{1058^{4}}{100^{0}}$ Top Ditch $\frac{1055^{1}}{116^{0}}$ Bottom Ditch $\frac{1056^{4}}{123^{0}}$ Edge Shldr $\frac{1056^{2}}{127}$	

Base Line Date 8-28-51 Party Rector

[illegible] Site Pike

Project Sandy - Alder Creek Nelson

OREG TATE HIGHWAY DEPARTMENT

CONSTRUCTION CROSS SECTION NOTES

Form E-32—30M—4-54 State Printing 75077

STATION	Ground Elev.	Grade Elev.	CROSS SECTION Left	℄	C	READINGS Right	Remarks or Sketches
1+50	10[illegible]		Fence $\frac{1044^{2}}{200^{0}}$ $\frac{1044^{7}}{177^{0}}$ $\frac{1047^{5}}{150^{0}}$ $\frac{1049^{5}}{100^{0}}$ $\frac{1051^{9}}{50^{0}}$	1051[illegible]		$\frac{1056^{4}}{[illegible]}$ $\frac{1057^{5}}{100^{0}}$ Ditch $\frac{1057^{3}}{[illegible]4^{3}}$ E Shoulder Bottom ditch [illegible] $\frac{1055^{5}}{177^{5}}$ $\frac{1055^{5}}{171^{5}}$	$\frac{1057^{5}}{150^{0}}$ $\frac{1057^{2}}{164^{2}}$
[illegible]+70	1053[illegible]		Fence $\frac{1038^{4}}{250^{0}}$ $\frac{1037^{[illegible]}}{234^{0}}$ $\frac{1040^{[illegible]}}{200^{0}}$ $\frac{1044^{[illegible]}}{150^{[illegible]}}$ $\frac{1047^{4}}{100^{[illegible]}}$ $\frac{1051^{[illegible]}}{50^{[illegible]}}$	[illegible]		[illegible]	$\frac{1058^{[illegible]}}{155^{0}}$ Edge Shoulder $\frac{10[illegible]}{191^{5}}$
2+00	[illegible]		Fence $\frac{1036^{5}}{250^{0}}$ $\frac{1038^{0}}{[illegible]}$ $\frac{1039^{5}}{[illegible]}$ $\frac{1042^{[illegible]}}{[illegible]}$ $\frac{1046^{[illegible]}}{100}$ $\frac{1049^{1}}{50^{0}}$	1052[illegible]		[illegible]	$\frac{1055^{3}}{203^{3}}$ $\frac{1055^{7}}{206^{0}}$ $\frac{[illegible]}{[illegible]}$ $\frac{[illegible]52^{5}}{213^{3}}$
2+50	[illegible]		Fence $\frac{1033^{7}}{250^{0}}$ $\frac{1036^{8}}{233^{[illegible]}}$ $\frac{1036^{3}}{200^{[illegible]}}$ $\frac{1039^{8}}{150^{0}}$ $\frac{1042^{4}}{100^{[illegible]}}$ $\frac{[illegible]}{50^{[illegible]}}$	105[illegible]		$\frac{105[illegible]}{[illegible]}$ $\frac{1055^{3}}{[illegible]}$ [illegible] $\frac{1055^{3}}{[illegible]}$ $\frac{1052^{[illegible]}}{250^{0}}$	$\frac{1056^{4}}{2[illegible]}$ $\frac{1053^{3}}{246^{0}}$ $\frac{1051^{4}}{254^{3}}$ $\frac{1052^{3}}{250^{[illegible]}}$

Base Line Date 8-29-51 Party Carothers
Rector
Pike
Linn
Nelson
Maintenance Site
Project Sandy-Alder Creek

OREGON STATE HIGHWAY DEPARTMENT

CONSTRUCTION CROSS SECTION NOTES.

Form E-32—20M—3-53 State Printing 65187

STATION	Ground Elev.	Grade Elev.	CROSS SECTION Left	℄	C	READINGS Right	Remarks or Sketches
3+00	1047^{5}		Fence $\frac{1031^{5}}{250^{0}}$ $\frac{1031^{7}}{231^{5}}$ $\frac{[illegible]}{200^{0}}$ $\frac{1037^{2}}{150^{0}}$ $\frac{1040^{1}}{100^{0}}$ $\frac{1043^{9}}{50^{2}}$	1047^{5}		[illegible] [illegible] [illegible] [illegible] 1050^{8} 1040^{9} [illegible] [illegible]	1052^{2} 1052^{8} 250^{0} 254^{9} R/W 1052^{2} 293^{1}
34+50	[illegible]		Fence [illegible] [illegible] $\frac{1033^{3}}{[illegible]}$ $\frac{[illegible]}{150^{0}}$ [illegible] $\frac{[illegible]}{50^{2}}$	1044		1046^{3} 1049^{2} 1050^{2} [illegible] 1051^{0} 50^{0} 100^{0} 150^{0} 200^{0} 250^{0} [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]	[illegible] R [illegible] [illegible]
[illegible]	[illegible]		Fence [illegible] [illegible] $\frac{[illegible]}{250^{0}}$ [illegible] $\frac{1035^{2}}{[illegible]}$ $\frac{[illegible]}{100^{0}}$ $\frac{[illegible]}{50^{0}}$	1043^{2}		1046^{6} 1049^{0} 1050^{2} 1051^{4} 1051^{4} 50^{0} [illegible] 150^{0} 200^{0} 250^{0} 1048^{0} 1049^{0} [illegible] [illegible] 341^{2} 320^{0}	1051^{4} [illegible] [illegible] 312^{0}

Base Line Date 8-28-5[illegible] Party Caruther

Maintenance site Kansala

Project Sandy-Alder Creek [illegible]

STATION	Ground Elev.	Grade Elev.	CROSS SECTION
			Left

Last Page

Maintenance Yard Site

Cross-sections

Sandy-Alder Creek

3-1068 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

TRANSIT SHEET

Form E33—30M—11-55—90154

First Page

Level notes on Base Line

of Maintenance Yard Site

Sandy-Alder Creek

3-1068

Base Line Date 8-28-1 Party Rector
Maintenance Yard site Pike
Project Sandy - Alder Creek

Sta	+	⊼	-	Elev	
TBM	5^{92}	1065^{48}		1059^{56}	
0+00			5^{44}	1060^{04}	
+50			7^{18}	1058^{30}	
1+00			9^{23}	1056^{25}	
+50			11^{00}	1054^{48}	
TP	1^{13}	1057^{65}	8^{96}	1056^{52}	
+70			4^{62}	1053^{03}	
2+00			5^{13}	1052^{52}	
+50			7^{38}	1050^{27}	
TP 3+00	2^{22}	1049^{76}	10^{11}	1047^{54}	
+50			5^{63}	1044^{13}	
+59			6^{24}	1043^{52}	

3

Oregon State Highway Department

LEVEL SHEETS

RR spike in telephone pole Rt. 27+70

Base Line Date 8-28-58 Party Rector

Maintenance Yard site Pike

Project Sandy-Alder Creek

Form E-34—30M—12-56 State Printing 99922

Sta	+	⊼	−	Elev	
TP		1049^{76}	1^{16}		
TP.	12^{23}	1060^{83}		1048^{60}	
TBM			1^{26}	1059^{57}	1059^{56}

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③

Oregon State Highway Department

LEVEL SHEETS

R.R. Spike in [illegible] P.P. at [illegible]

Base Line Date 8-28-58 Party Rector

Maintenance Yard site Pike

Project Sandy - Alder Creek

Form E-34—30M—12-56 State Printing 99922

Last Page

Level Notes on Base Line

at Maintenance Yard Site

Sandy-Alder Creek

3-1066

106-1607 Newmark Ave. & Ocean Blvd. 1958
(Empire) Traffic Signal
#5356 Installation (Cape Arago Hwy.)

C4A 2013 9- 8

FORM E-123-X 25M 5-

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

RECEIVED
MAY 11 1959
FOR FILING

106-1607

5356

May 1, 1959

Mr. Fred C. Dyer
City Manager
City of Empire
Empire, Oregon

Dear Mr. Dyer:

This will acknowledge receipt of your letter of April 28, 1959, asking certain questions in regard to the operation of the traffic signal at the intersection of Ocean Blvd. and Newmark Avenue in the city of Empire. At the present time the minimum green interval on Newmark Avenue is set for 40 seconds. The controller is set so that traffic on Ocean Blvd. must maintain a maximum gap of six seconds in order to retain the green signal indication. In other words, if the gap between two successive vehicles is more than six seconds the green indication will revert to Newmark Avenue. The maximum green interval on Ocean Blvd. is 30 seconds. At the expiration of this period, the green indication will revert to Newmark Avenue regardless of the number of actuations.

There is still a certain amount of channelization work to be done at this intersection. This consists of the installation of jiggle bars in the Ocean Blvd. through. This work will be done as soon as the asphaltic concrete plant in Coos Bay goes into operation. It should be within the next week or so.

A representative of the Traffic Engineering Division will be in the city of Empire within the next couple of weeks and will discuss these matters with you at further length.

Very truly yours,

G. S. Paxson
Ass't. State Highway Engineer

By J. Al Head

J. Al Head
Ass't. Traffic Engineer

VPJ:pk
bc: G. S. Paxson

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 3, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5356	1 Final	Trowbridge Electric Company	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7452	H240654	$ 3,600.00	April 3, 1959

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **80 workdays from November 3, 1958**

Time Extensions: **None of record**

Completion Date: **March 14, 1959**

Date Accepted: **April 16, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **April 16, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: gc

NOTED ON CARD

RECEIVED
MAR 27 1959
FOR FILING

17

5356

Mar. 26, 1959

CERTIFIED MAIL

St. Paul Fire & Marine Ins. Co.
Pacific Dept.
200 Mills Bldg.
San Francisco 6, Calif.

Gentlemen:

State Highway Contract No. 5356, for traffic signal installation on the Empire Section of the Cape Arago Highway in Coos County was completed by the contractor, Trowbridge Electric Company, on Mar. 14, 1959, but has not as yet been accepted by the Highway Commission.

Final payment in the amount of $3,600.00 will be released to the contractor after acceptance by the Highway Commission. The total contract amount is $3,600.00, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

cc: Ken Bailey Insurance Agency
Pacific Bldg.
Roseburg, Oregon

NOTED ON CARD

FORM E-133 3M 10-58

A

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT [illegible] CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 12 1958
FOR FILING

106-1607

5356

Trowbridge Electric Co.
622 S. E. Jackson St.
Roseburg, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5356, for Traffic Signal Installation on the Empire Section of the Cape Arago Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING

106-1107

5336

October 24, 1958

Trowbridge Electric Company
622 S. E. Jackson
Roseburg, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5336 for traffic signal installation on Cape Arago Highway at Newmark Avenue and Ocean Boulevard in Empire in Coos County.

This award was based on your bid of $3,600.00, which was the low bid submitted to the Commission on October 21, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 22 1958
FOR FILING
106-1607

5356

Salem, Oregon
September 16, 1958

MISC. CONTRACTS and
AGREEMENTS No. 2013

Traffic Signal Agreement
City of Empire

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John D. Graham
Office Engr., County & City Relations

Attached is a conformed copy of an agreement with the City of Empire covering the traffic signal installation at the intersection of Newmark Avenue and Ocean Boulevard.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the City Recorder, Empire, Oregon.

Secretary

rn
Attach: 1

REFERRED TO [illegible]
BY SECRETARY
& file

RECEIVED
SEP 17 1958
FOR FILING

106-1607

5356

September 16, 1958

Mr. Fred C. Dyer, City Recorder
City Hall
Empire, Oregon

Dear Sir:

We are enclosing for the records and files of your City a fully executed copy of an agreement between the State Highway Commission and the City of Empire covering installation of traffic signals at the intersection of Newmark Avenue and Ocean Boulevard.

Very truly yours

OREGON STATE HIGHWAY COMMISSION

Secretary

rn
Enc.

9-2-58

RESOLUTION

WHEREAS the Council of the City of Empire deems it in the best interests of the City of Empire to enter into an agreement with the State of Oregon, by and through its State Highway Commission, under the terms of which agreement the State will cause to be installed electrical traffic signals and channelizing islands at the intersection of Newmark Avenue and Ocean Boulevard;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

That the Mayor and Recorder of the City of Empire be, and they are hereby, authorized to enter into and sign, on behalf of the City of Empire, the agreement to which this Resolution is attached and incorporated.

Passed by the Council and signed by the Mayor this 2nd day of September, 1958.

Kenneth E.
Mayor

ATTEST:

Fred C. Dyer
Recorder

RESOLUTION

NOTED
V. R JONES

NOTED
Harold C. Ayers

August 22, 1958

NOTED
John F. Hagemann

Mr. Fred C. Dyer
City Recorder
City Hall
Empire, Oregon

Dear Sir:

Enclosed are two copies of an agreement covering the installation of traffic signals and channelization at the intersection of Ocean Boulevard and Newmark Avenue.

Please present the agreement to the City Council, and if satisfactory, have the Council adopt an ordinance or resolution as required in paragraph 6 under THINGS TO BE DONE BY CITY, have the agreements signed, and return both copies to this office. After signature by the Highway Commission a fully executed copy will be returned for your records.

Please note in paragraph 4 under THINGS TO BE DONE BY CITY that an advance deposit of $2,000 to cover the estimated cost of the City's share of the project is required when returning the agreements. Please make this check payable to the Oregon State Highway Commission.

The next meeting of the State Highway Commission is September 11 and it would be appreciated if these agreements could be returned by September 9 so they may be presented to the Commission at that meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:[redacted]
Encl.

106.1607

5356

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1958

To: Leonard I. Lindas
Chief Counsel
Office

Empire

SUBJECT: Preparation of State-City Agreement
Newmark Avenue at Ocean Boulevard
Empire

The State Highway Commission, at its meeting on June 19th and 20th, approved the installation of traffic signals and channelizing islands at the junction of the Cape Arago and Empire-Coos Bay Highways in the City of Empire. Will you please prepare the necessary State-City agreement.

It is believed that the following points should be included in the agreement:

1. The intersection involved is that of Newmark Avenue, the Cape Arago Highway, No. 240, and Ocean Boulevard, the Empire-Coos Bay Highway, No. 243.
2. It is planned to install semi-actuated traffic signals and channelizing islands at this intersection as shown on the attached plans.
3. The installation of traffic signals is estimated to cost $4,000 and channelizing islands $1,200, for a total cost of $5,200.
4. The State shall make the installation and in the first instance pay all costs thereof. The final cost shall be shared by the City and State as outlined below.
5. The State shall bear the entire cost of channelization and the cost of the signal installation should be shared equally between the City and the State.
6. The City shall maintain the traffic signals after installation and pay for all electrical energy consumed. The City shall make no changes in the timing program instituted by the State without prior approval in writing by the State.
7. The City when returning the signed agreements shall submit its check for one-half the cost of the traffic signal installation.
8. It is agreed between the two parties concerned that at such time as material installed under this agreement is in need of replacement, the cost of such shall be shared on the same basis as the original installation.

If after preparation you will submit the agreements to this office, we will check them and care for further processing.

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer

F. B. Crandall
Traffic Engineer

VPJ:kg
cc: C. S. Paxson
Clarence Swenson

FORM E 123X J2 800 4 58

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

106-1607

5356

July 23, 1958

Mr. B. T. VanWormer
City Engineer
City of Empire
Empire, Oregon

Dear Mr. VanWormer:

During a recent meeting between you and a representative of the Traffic Engineering Division, you made a verbal request for information regarding the operation of the traffic signals which are to be installed at Newmark Avenue and Ocean Blvd. in Empire. It is understood that you requested this information in order that it might be presented to your City Council.

There is attached a short description of the signal operation. As you know, these signals will be of the semi-actuated type and the attached description will provide you with a brief summary of the pertinent facts involving the semi-actuated type of operation. If any further information is desired, please do not hesitate to contact this office.

Very truly yours,

G. S. Paxson
Ass't. State Highway Engineer

ORIGINAL SIGNED BY F. B. CRANDALL
Traffic Engineer
By

F.B. Crandall
Traffic Engineer

L G:pk
Attachment

bc: G. S. Paxson ✓

mc: Frank Morgan

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[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
July, 1958

SEMI-ACTUATED TRAFFIC SIGNAL CONTROL
Newmark Ave. at Ocean Blvd.
City of Empire

The type of traffic signal to be installed at the intersection of Newmark Avenue and Ocean Boulevard in the City of Empire is what is known as a semi-actuated controller with a pedestrian interval timer.

Semi-actuated traffic control means that vehicles on one street only have the ability to actuate the control equipment, thus, receiving the green indication. Ocean Boulevard has been selected as the actuated street in this case because of the comparatively lighter volumes during the off-peak hours.

The operation of the semi-actuated traffic signal control is as follows:

When there are no actuations occurring on Ocean Boulevard, the green indication will remain with Newmark Avenue indefinitely. The Newmark Avenue traffic will receive a definite preset minimum green time which cannot be lessened by any pedestrian or vehicle actuation. When this minimum green has expired and there are no actuations by Ocean Boulevard traffic, the signal will remain green to Newmark Avenue. If the minimum green has expired, then, upon actuation by Ocean Boulevard traffic, the indication to Newmark Avenue will change immediately to amber, and after a clearance period, to red. If vehicles on Ocean Boulevard arrive at the intersection before expiration of the minimum green period, they will be required to wait until this period has expired.

Ocean Boulevard traffic, upon receiving the green indication, is permitted to hold the green as long as vehicles continue to actuate the controller. This green period is extendable up to a preset maximum time, after which, the green will revert to Newmark Avenue.

This type of traffic signal control eliminates the necessity of delaying traffic on Newmark Avenue for longer than is needed to clear Ocean Boulevard vehicles through the intersection. When there are no longer any actuations by Ocean Boulevard traffic, or there are long gaps between vehicles, or the maximum green period has expired, the green will revert to Newmark Avenue after an amber clearance period to Ocean Boulevard.

The pedestrian interval timer and push-buttons are included in this installation to permit pedestrians to cross Newmark Avenue safely. It is necessary to have a special interval for pedestrians because of the long clearance period required for pedestrians to walk across the roadway. As an example, whereas, it would take a vehicle on Ocean Boulevard approximately six seconds or less to clear the intersection, it would take a pedestrian 12 to 15 seconds to walk across Newmark Avenue safely. It is, therefore, necessary that the pedestrian, wishing to cross Newmark Avenue, must push the push-button in order to receive the "WALK" light. This indication will not be received unless the push-button circuit is actuated.

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July 7, 1958

Hon. Kenneth E. Adams
Mayor of Empire
City Hall
Empire, Oregon

Dear Mayor Adams:

On May 20, 1958 I wrote you advising that the State Highway Commission had authorized the installation of "jiggle bar" channelizing islands with installation of flashing beacon at the intersection of Newmark Avenue and Ocean Boulevard in the city of Empire at an estimated cost of $1,650 on the condition that the City will agree to maintain the flashing beacon at city expense and will also pay for electrical energy that is required to operate it.

This project is a partial solution of the improvement that you requested to eliminate the adverse traffic conditions at this intersection. The Highway Commission was informed at that time that the City did not have funds to pay its necessary one-half cost of the signal installation, so improvement was limited to that described above.

Subsequently information was received to the affect that the City now has funds available to pay its pro-rata share of the cost of the traffic signal installation as originally proposed. This information was transmitted to the State Highway Commission at its meeting on June 19 at which time the Engineer recommended approval of the project for full signalization with the channelization work. This would result in the elimination of the flashing beacon. The channelization work is estimated to cost $1,200 and the signal $4,000, making a total of $5,200. He recommended approval of the project on the basis that the State will pay 100% of the channelization cost of $1,200 and 50% of the signal cost, or $2,000. The City would be committed in that extent to pay $2,000 of its share of the signal cost and to maintain and furnish electrical energy as may be required. You will be pleased to know that the Commission adopted his recommendation.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:jmc

cc: F. B. Crandall

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FOR FILING

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Cross Referenced To:
[illegible]

May [illegible], 1958

Oregon State Highway Commission

Gentlemen:

At the Commission meeting of May 8-9, you approved an expenditure of $1,440 to cover the cost of channelizing islands and a flashing beacon at the junction of the Cape Arago and Empire-Coos Bay Highways in the city of Empire. It was indicated to you at the time that it would be desirable to incorporate a traffic-signal installation in the plan; however, the City of Empire indicated that it did not have sufficient funds to pay one-half of the signal-installation costs as per established policy.

Since the meeting of May 8-9 and your action at that time, a letter has been received from the City of Empire officials indicating that they now have funds to care for their pro-rata share of the cost of signal installation.

Incorporation of full signalization along with the channelizing work is believed fully warranted from a traffic standpoint, and I wish now to recommend your approval of a project which would incorporate the channelization work, but with the full signalization rather than the flashing beacon. The channelization work is estimated to cost $1,700 and the signal $4,000, for a total of $5,700. If you approve, it would be on the basis of the State caring for 100 per cent of the channelization cost of $1,700 and 50 per cent of the total signal cost, $2,000. The City would be committed to stand $2,000 as its share of the signal costs and also to maintain and furnish electrical energy and stand 100 per cent of the costs incident thereto.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. F. B. Crandall
Mr. C. H. Maison

FBC:njs hi

4N

4-V

May 20, 1958

AGENDA
JUN 19 1958

4.c

Hon. Kenneth E. Adams
Mayor
City of Empire
Empire, Oregon

Dear Mr. Adams:

The State Highway Commission has received numerous requests during the past few years from the city of Empire and local residents for improvement of traffic conditions at the intersection of Newmark Avenue (Cape Arago Highway) and Ocean Boulevard (Empire-Coos Bay Highway) in the city of Empire. An investigation was recently conducted of the conditions obtaining at this point and the results thereof were reported to the State Highway Commission at its meeting on May 8, 1958. The Engineer advised the Commission at that time that the best method of treating this intersection would be through channelization and the installation of traffic signals. He pointed out, however, that the city does not have sufficient funds to pay its necessary one-half of the cost of installation. It was his feeling that the conditions would be materially improved by the installation of "jiggle bar" channelizing islands with installation of flashing beacon which is estimated to cost $1,650. He recommended approval of such type of project on the condition that the city will agree to maintain the flashing beacon at city expense and will also pay for electrical energy that is required to operate it.

You will be pleased to know that the Commission adopted his recommendation. The matter is to be covered by a written agreement which will be prepared in this office.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMM.

HBG:lc
cc: F. B. Crandall

CITY OF EMPIRE
PIONEER CITY OF COOS COUNTY
FOUNDED IN 1853
EMPIRE, OREGON

May 19, 1958

Mr. W.C. Williams
State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon.

Re: Traffic Light & Separators
at the "Y" in Empire

Dear Mr. Williams:

Please find enclosed copies of past correspondence regarding the installation of a traffic light and traffic separators at the intersection of Ocean Blvd. and Newmark Avenues here in Empire.

I am happy to say that at last funds have been budgeted for this much needed project. The problem has become even more acute in the last two years, and it is hoped that the project can proceed at the earliest time.

Please send along to me a copy of the proposed plan mentioned in the May 1953 letter, if such plan is still in keeping with your present proposed lay-out.

Very truly yours,

B. T. VanWormer

B.T. Van Wormer
CITY MANAGER - ENGINEER

Enclosure: Prior Corres. copies

c.c. File

Copy forwarded to Mr. Crandall 5-21. er

RECEIVED
MAY 21 1958
OREGON
STATE HIGHWAY COMMISSION

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MAY 5 1958
FOR FILING

106-1607

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May 5, 1958

261

Oregon State Highway Commission

Gentlemen:

During past years we have had numerous requests from the City of Empire and local residents for traffic improvements at the intersection of Newmark Avenue (Cape Arago Highway) and Ocean Boulevard (Empire-Coos Bay Highway) in the city of Empire. Investigation has disclosed that the best method of treating this intersection would be through channelization and installation of traffic signals; however, the City of Empire does not have sufficient funds to pay the necessary one-half of the cost of the installation.

In lieu of signalization, it is believed that conditions at this intersection can be materially improved through the installation of "jiggle bar" channelizing islands and a flashing beacon at an estimated cost of $1,650. Sufficient funds have been provided in the 1958 Minor Betterment Budget for Channelization and Traffic Signal Projects to be Selected to cover the cost of the work.

During the period from January 1, 1953, to March 31, 1958, there were 31 reported accidents at this intersection. Four persons were injured and there were no fatalities. Sixteen of the accidents were rear-end collisions on the Empire-Coos Bay Highway, which would indicate that there is a need for additional stop indications directed to traffic entering from this highway. The majority of the remainder of the accidents were collisions involving vehicles entering the intersection from the two highways and these accidents could possibly be reduced through marking the intersection with a flashing beacon.

Your approval of the channelization and the installation of a flashing beacon is recommended, the State to pay all costs of the installation and the City to maintain the flashing beacon and pay for power consumption.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. G. S. Paxson
Mr. F. B. Crandall
Mr. C. M. Maison
VPJ:kg njs fn

FORM E-90 50M 8-57—6583

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1958

SUBJECT: Proposed Intersection Treatment
Junction Cape Arago and Empire-
Coos Bay Highways
Empire

To: G. S. Paxson
Assistant State Highway Engineer
Office

There is attached a suggested draft to the State Highway Commission recommending channelization and the installation of a flashing beacon at the above intersection. You will recall that on October 4, 1957, you wrote to the city stating that we would install a flashing beacon some time this spring but urging that the city provide funds for the installation of traffic signals. We have heard nothing from the city since the October 4th letter.

FB Crandall
F. B. Crandall
Traffic Engineer

VPJ:kg
Attachment
cc: Forrest Cooper

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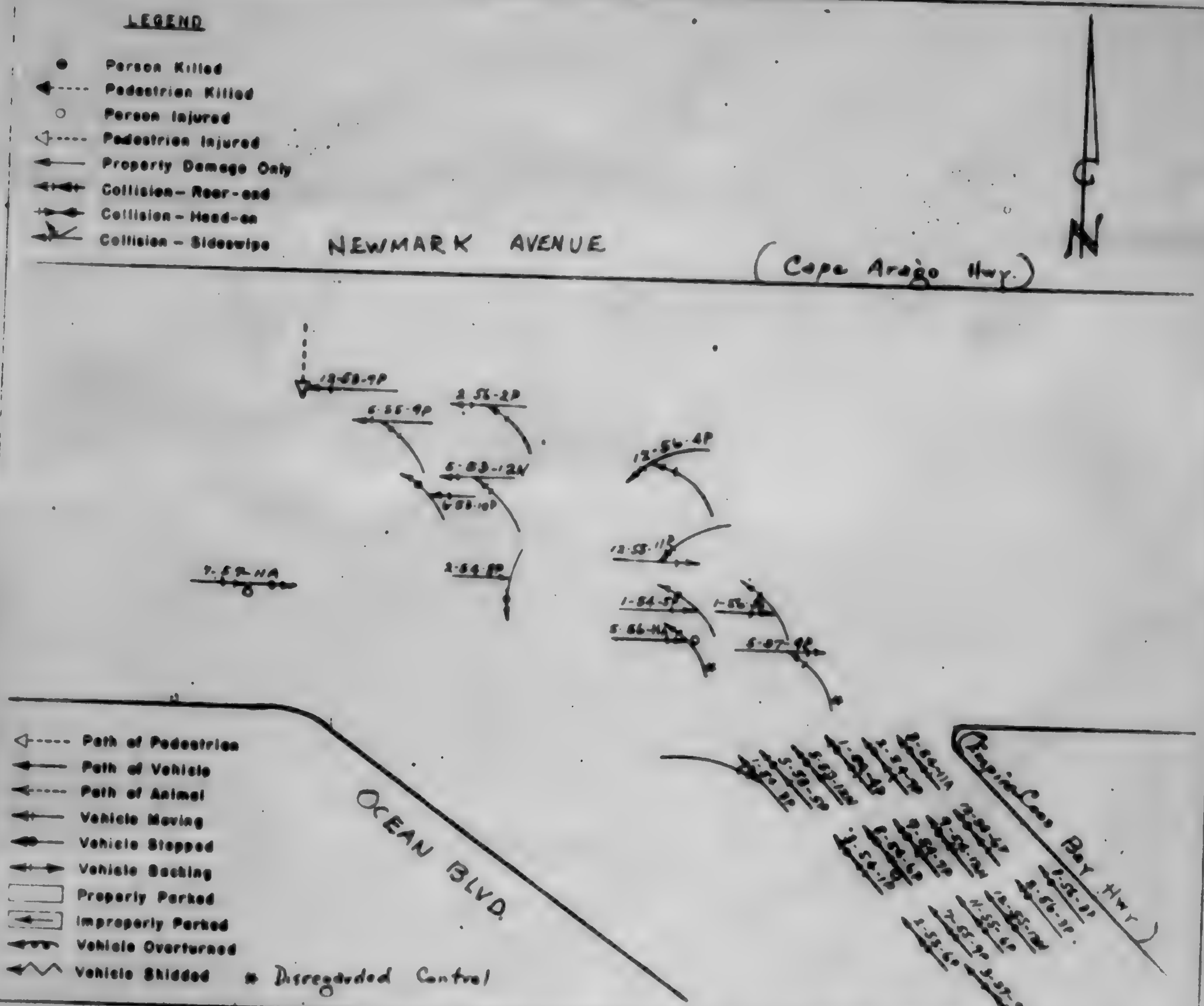
[illegible] 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

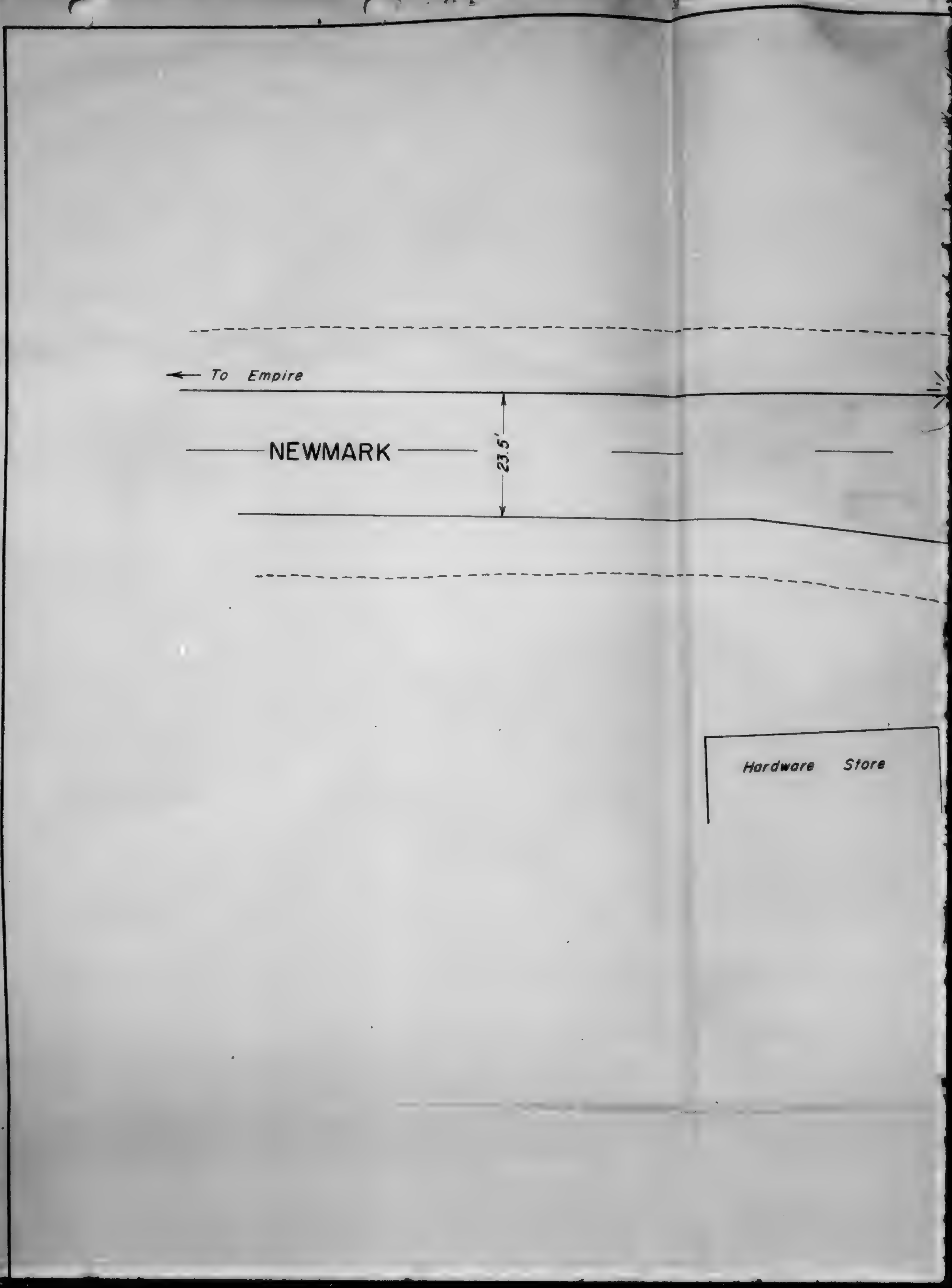
City of Empire County Coos
Intersection of Newmark Ave. and Ocean Blvd
Highway Number 240 & Hwy 243
Period Covered 1-1-53 to 3-31-58
Compiled by LD Drawn by ______ Date 4-28-58

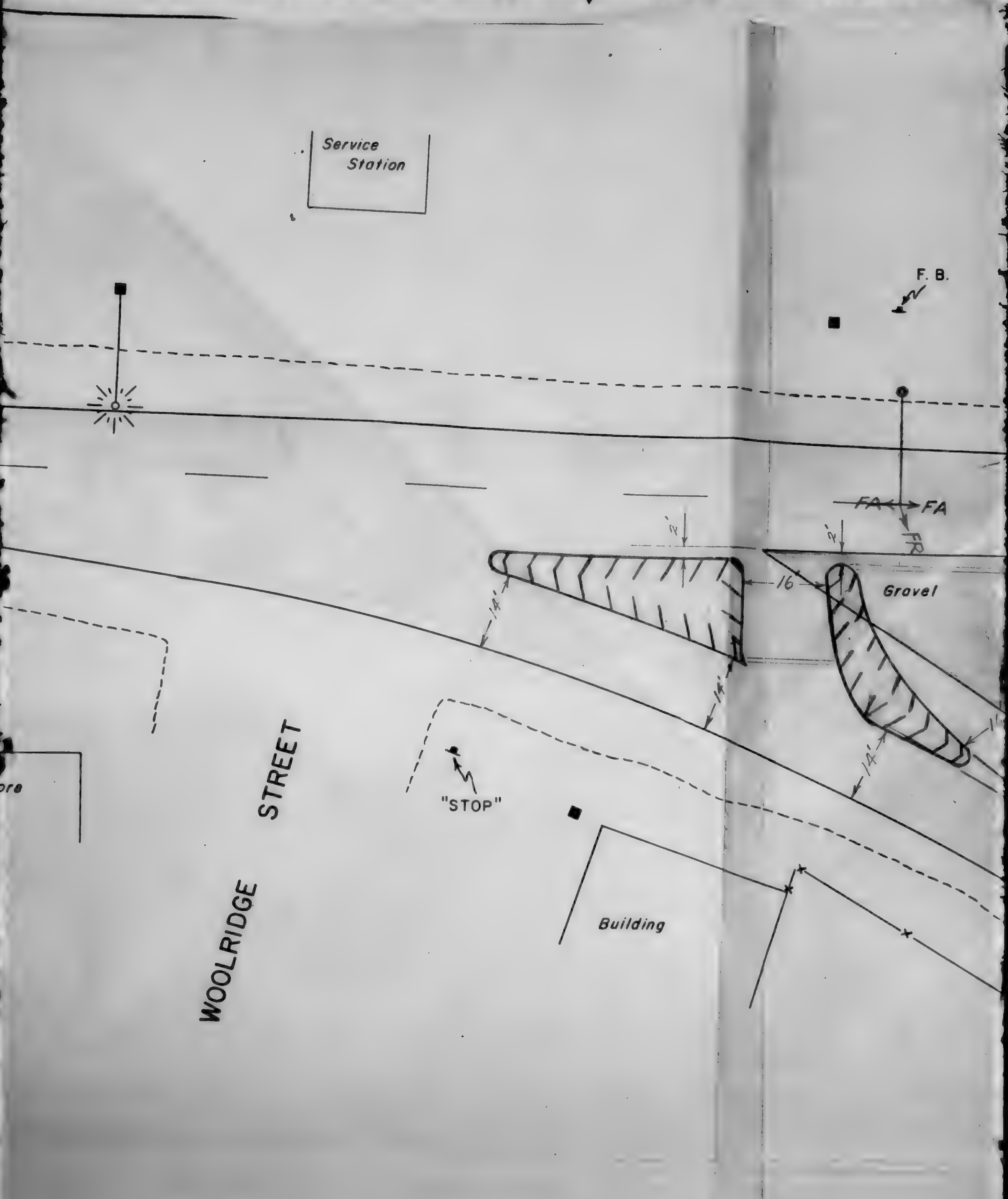

LEGEND
● Person Killed
◄---- Pedestrian Killed
○ Person Injured
◁---- Pedestrian Injured
◄—— Property Damage Only
Collision - Rear-end
Collision - Head-on
Collision - Sideswipe
NEWMARK AVENUE
(Cape Arago Hwy.)
N
12-58-9P
2-55-2P
6-55-9P
5-53-12N
6-55-10P
12-56-4P
2-54-8P
9-57-NA
12-53-11P
1-54-5P
1-56-
5-56-11P
5-57-9P
OCEAN BLVD
Empire Coos Bay Hwy
◁---- Path of Pedestrian
◄—— Path of Vehicle
◄---- Path of Animal
Vehicle Moving
Vehicle Stopped
Vehicle Backing
Properly Parked
Improperly Parked
Vehicle Overturned
Vehicle Skidded
* Disregarded Control

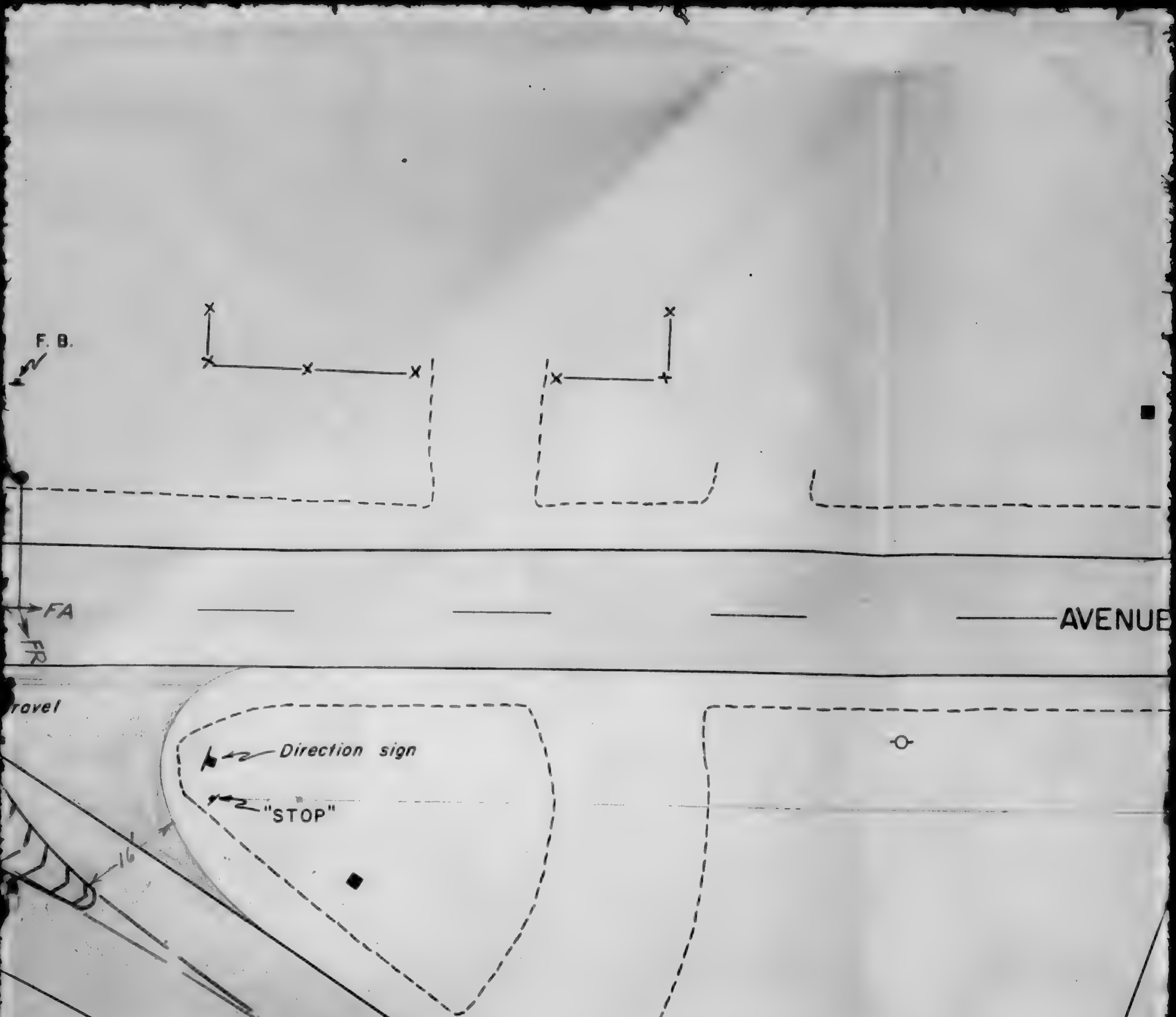
Collision Type	1953 - 1954				1955				1956				1957 3 Mos - 1958				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle																				
Head-on																				
Rear-end																				
Sideswipe		1	9	10			4	4			2	2		1		1		2	15	17
Turning Movement																				
Parking			5	5			2	2		1	3	4			1	1		1	11	12
Non-collision																				
Fixed Object																				
Pedestrian		1		1																
Backing																		1		1
Misc															1	1			1	1
TOTAL		2	14	16			6	6		1	5	6		1	2	3		4	27	3

1953-5
1954-11

1957-
1958-


← To Empire
NEWMARK
23.5'
Hardware Store


Service Station
F. B.
FA
FA
FR
2'
2'
16'
14'
14'
14'
14'
Gravel
"STOP"
WOOLRIDGE STREET
ore
Building

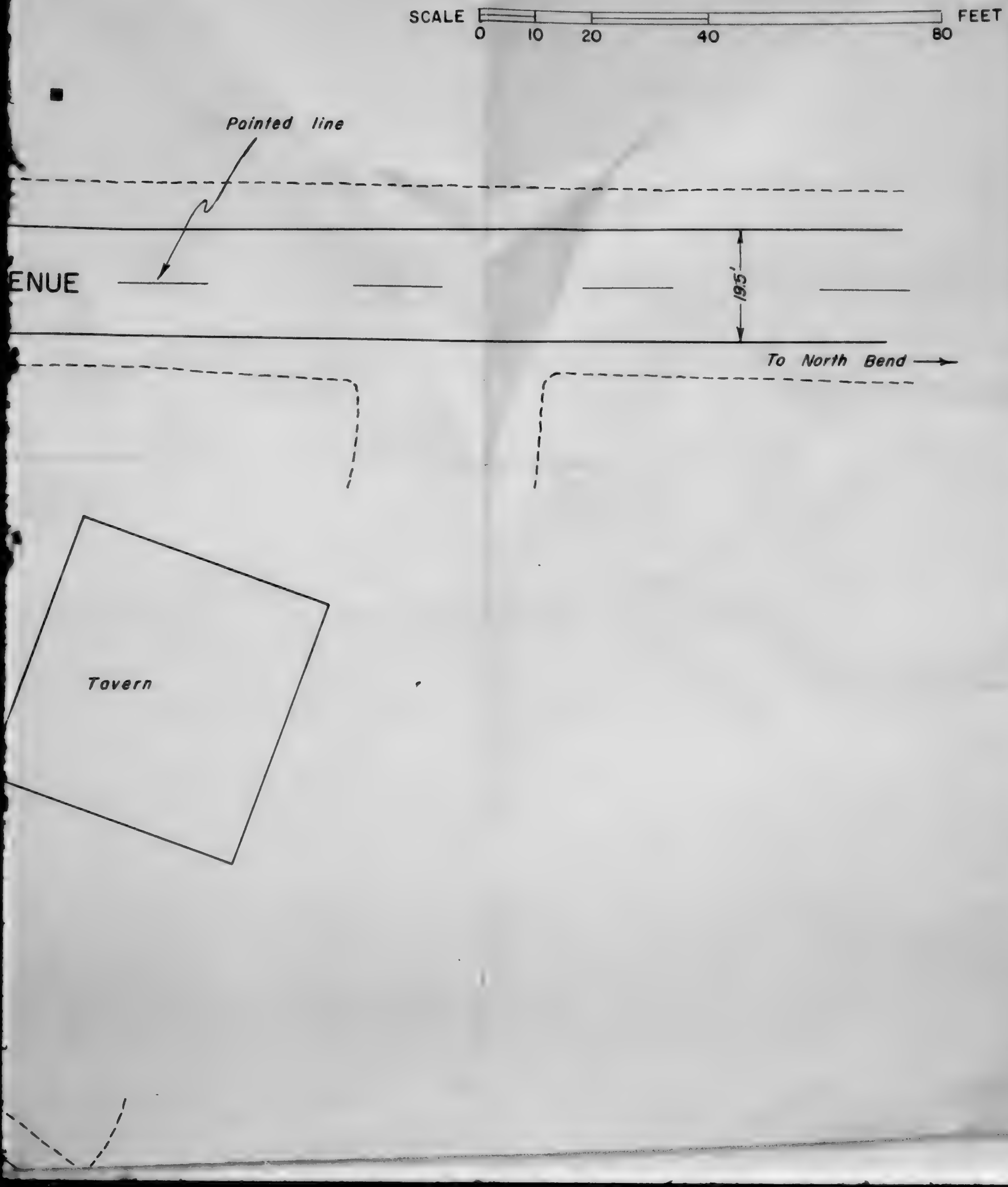

F. B.
FA
FR
AVENUE
ravel
Direction sign
"STOP"
16'
End painted line
OCEAN
Garage

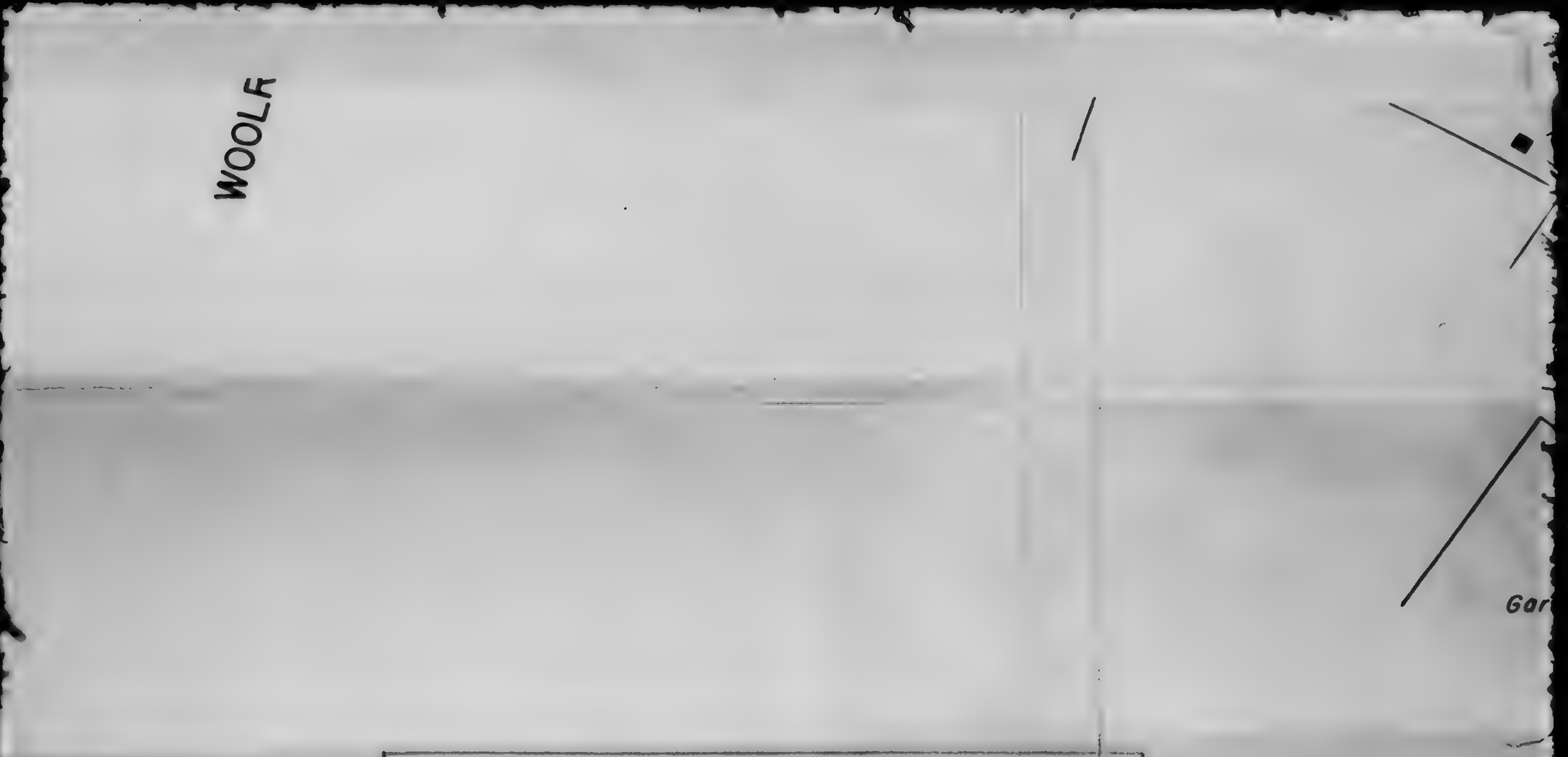
TRAFFIC SIGNAL INSTALLATION
NEWMARK AVENUE AT OCEAN BLVD.
CAPE ARAGO HWY. & EMPIRE-COOS BAY HWY.
EMPIRE, OREGON COOS COUNTY

SHEET NO.
1 of 1

STATE FORCE WORK

OREGON

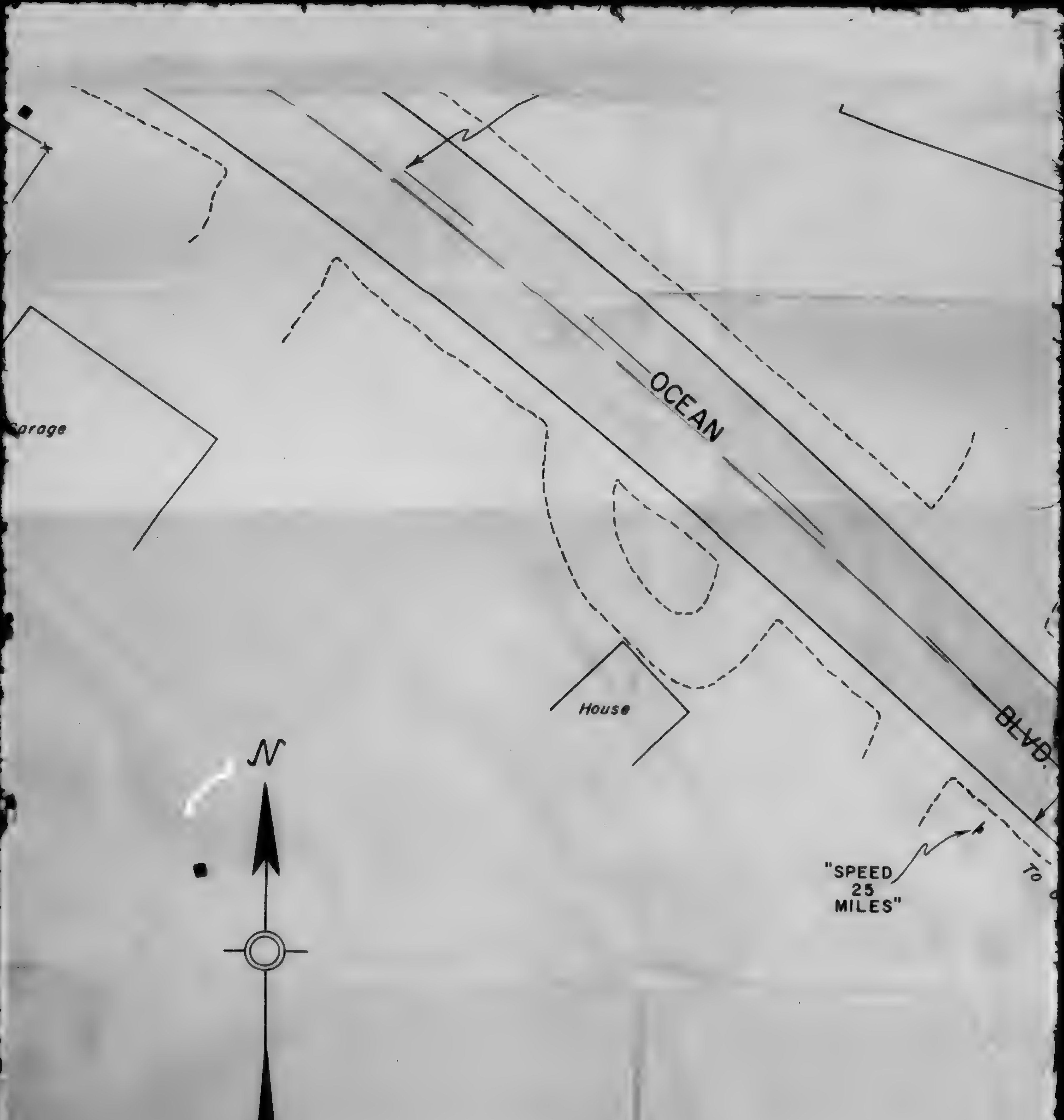

SCALE
0
10
20
40
80
FEET
Pointed line
ENUE
19.5'
To North Bend →
Tavern

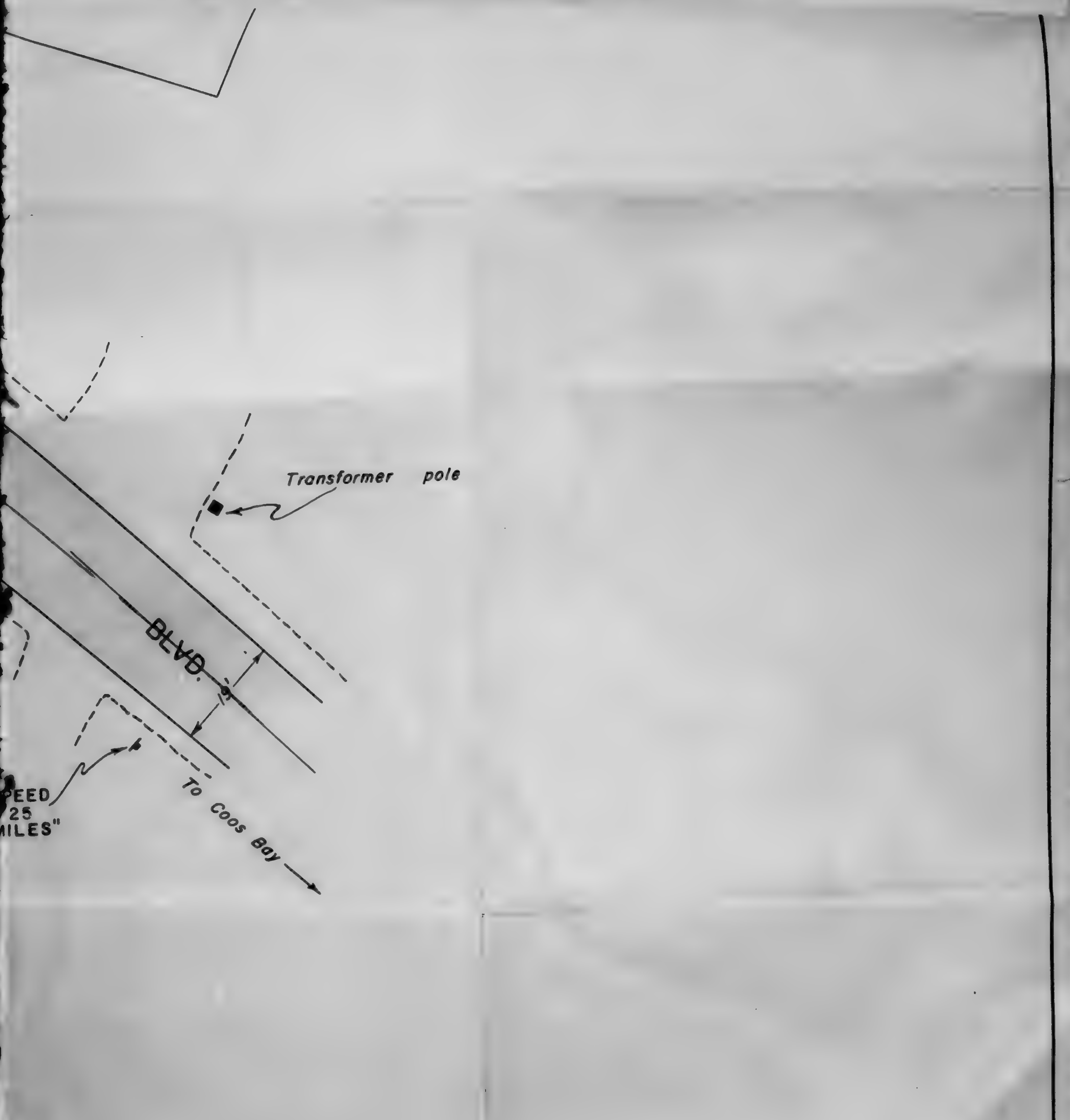


ESTIMATE COST

Flashing beacon	$650 00
Jiggle bars	$500 00
Widening	$500 00
Total	$1650 00

■ Pavement to be added
▨ Existing pavement
■ Raised asphalt markers & painted lines
✛ Flashing beacon


Garage
OCEAN
BLVD.
House
N
"SPEED
25
MILES"
To


Transformer pole
BLVD.
PEED
25
MILES"
To Coos Bay

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OCT 7 1957
FOR FILING

106-1607

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October 4, 1957

261

Mr. Fred C. Dyer, Recorder
City of Empire
Empire, Oregon

Dear Mr. Dyer:

Since receipt of your letter of August 14 concerning the intersection of Newmark Avenue and Ocean Boulevard, we have again studied the matter. The ultimate answer, of course, is a traffic signal. Under the Highway Commission's policy which we must maintain, we only place signals in cities which cooperate financially with us. We realize the financial condition of your city and, in order to do what we can to relieve the problem, we will put in a flashing beacon and some channelization work at this intersection. This should help, but, as I said before, is not the final answer to the problem.

Because of weather conditions we will probably not be able to get this installation in until next spring. I would suggest that before that time the City make an effort to find the funds to cooperate with us in the installation of a signal.

Very truly yours,

W. C. Williams
State Highway Engineer

By

G. S. Paxson
Assistant State Highway Engineer

GSP:gm

cc Mr. Williams
Mr. Crandall

Mr. Crandall: The installation at the intersection of Newmark Avenue and Ocean Boulevard in Empire has been approved as you originally submitted with your letter of September 16. I do not believe we should act too fast as there may be a possibility that Empire can find the money to go in on a signal before next spring. You may, however, work up any details that are necessary in carrying out the intersectional treatment which you submitted.

G.S.P.

FORM 230—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1957

SUBJECT: GSP 261 Supplemental Report
Newmark Avenue & Ocean Blvd.
Empire

To: G. S. Paxson
Asst. State Highway Engineer
Office

I have your letter of September 20 to me, suggesting that we cheapen the treatment of proposed channelization at the intersection of Newmark Avenue and Ocean Boulevard in Empire. Admittedly, the revision outlined in the proposal would save some $300 to $400, but it is questionable if this saving in funds would not be false economy.

First off, we would be reducing the storage area for vehicles moving from west to east through the intersection when it is necessary for them to stop to allow left turning vehicles to move in front of them. However, and more important, the channelization scheme as outlined fits in with ultimate signalization of the intersection, which in our opinion will be necessary at some future date.

Therefore, were we to revise the channelization plan and save some $300 to $400 on a total investment of $1650 (which would have to be completely done over at such time as signals were installed) would not appear to be advisable. I therefore recommend to you once again that if any improvement is accomplished at this intersection the original plan as submitted with my letter of September 16 be adopted, and further, that this matter be submitted to the State Highway Commission for its approval.

F. B. Crandall
Traffic Engineer

JAH:njs

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G. S. PAXSON

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1957
OFFICE OF
STATE HIGHWAY ENGINEER

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OCT 1 1957
FOR FILING

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Salem, Oregon
September 20, 1957

Newmark Avenue and Ocean
Boulevard in Empire

Mr. F. B. Crandall
Traffic Engineer
OFFICE

I am returning your draft of a letter and sketch of the intersectional treatment at the intersection of Newmark Avenue and Ocean Boulevard in Empire.

It seems to me that we could reduce our costs very materially and accomplish practically the same thing by changing the channelization as much as is shown in pencil on the attached layout. This would not require any pavement widening and would take out better than one-third of the cost.

G. S. Paxson
Assistant State Highway Engineer

GSP:fn

Attach.

cc Mr. W. C. Williams

SUGGESTED DRAFT

September 16, 1957

GSP 261

OREGON STATE HIGHWAY COMMISSION

Gentlemen:

In May, 1953 a project was submitted to the State Highway Commission and it approved at that time the installation of a semi-actuated traffic signal at the intersection of Newmark Avenue and Ocean Blvd. (Coos Bay, Empire and Cape Arago Highways) in the city of Empire. The City was unable to finance their 50% portion of the estimated cost, but they have subsequently communicated with us -- the most recent being a letter dated August 14, 1957 from City Recorder Fred C. Dyer. The City still does not have adequate finances to participate with the Department for traffic signal installation, but we feel that a lesser type project would be worthy of consideration.

It is therefore recommended that we give consideration to the establishment of a three-way stop at this intersection, installing flashing beacon and certain channelizing islands. This work is estimated to cost $1650. The State Highway Department will in the first instance pay for the cost of the installation and the City of Empire would pay for the consumption of electrical energy and operate the flashing beacon at its sole expense after it is installed. There are sufficient funds in the 1957 Minor Betterment Budget for channelization and Signal Projects to be Selected to cover this work, and I recommend that it be approved.

This matter will be on the agenda for your consideration at the next meeting.

Very truly yours,

JAH:njs

cc: F. B. Crandall

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FORM 530—50M—2-55—62966

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1957

SUBJECT: Request for Traffic Signal
Newmark Avenue & Ocean Blvd.
Empire

GSP 261

To: G. S Paxson
Assistant State Highway Engineer
Office

I am returning herewith your correspondence on the above subject and numbered assignment. Attached is a copy of Mr. Johnson's report to me on this matter, plan of proposed treatment and a Suggested-Draft of a letter to the State Highway Commission. I think it would be well to give consideration to a lesser type installation at the outset and see how it performs. We can always salvage certain of the channelization even if we do decide to go to a signalized intersection at a later date.

This work is estimated to cost $650 for the flashing beacon and $1000 for the channelization. We will, however, have to make a final survey to determine the exact position of pavement edges, etc., in the event that this work is approved and prior to submitting plans to the Division for implementation.

(for) F. B. Crandall
Traffic Engineer

JAH:njs

Attachments

FORM E-90X—27,900—8-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 28, 1957

SUBJECT: Request for Traffic Signal
Newmark Avenue and Ocean Boulevard
Empire
[illegible] 261

To: F. B. Crandall
Traffic Engineer
Office

I am returning correspondence on the above numbered assignment. As you will recall, we approved the installation of a traffic signal at this intersection, which is the intersection of the Cape Arago and Coos Bay-Empire Highways, in May, 1953. Such approval was conditioned upon the city bearing one-half the expense of the installation, which at that time was estimated to cost $4,000, for a semi-actuated signal. The city could not raise the money for its share of the cost. Since that time we have received letters from the city and various people in the Coos Bay area complaining about conditions at this intersection. At the time of the original investigation in 1953, conditions at this intersection were such that the 500 vehicles per hour minimum warrant for rural areas was just barely met. Comparison of traffic data on the two highways involved for the years 1953 and 1956 reveals that the 1956 traffic is approximately 14% lower than 1953. I rather doubt this but it would seem that a traffic signal is still warranted, although the warrant is somewhat marginal.

In their latest letter, the city states that it still does not have sufficient funds to care for its share of a semi-actuated installation and if we were to install traffic signals at the present time we would use full actuation at a cost of some $7,000. Thus, it would seem that consideration of a signal installation is out of order.

The accident record at this intersection is relatively high. During the period from January 1, 1952, to June 30, 1957, there were 36 reported accidents at the intersection. Seven persons were injured and there were no fatalities. Fourteen of the accidents were of a type that might have been prevented by traffic signals, with two preventable accidents during the last 12 months. Nineteen of the accidents were rear-end collisions between vehicles approaching the intersection from the Coos Bay-Empire Highway. These vehicles are required to stop at the present time.

There are attached two copies of a traffic flow diagram showing an August, 1951, count at this intersection. Although the traffic volumes have

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changed since that time, it is probable that the pattern has remained the same. During the 24-hour period, 7,357 vehicles entered the intersection. The largest volume entering from any direction was from Empire on the west and amounts to 3,536 vehicles, of which 1,883 made the right turn to Coos Bay. If these right turning vehicles are subtracted from the total entering pool, the volumes entering from the three directions are quite closely balanced and range from 1,700 to 2,000.

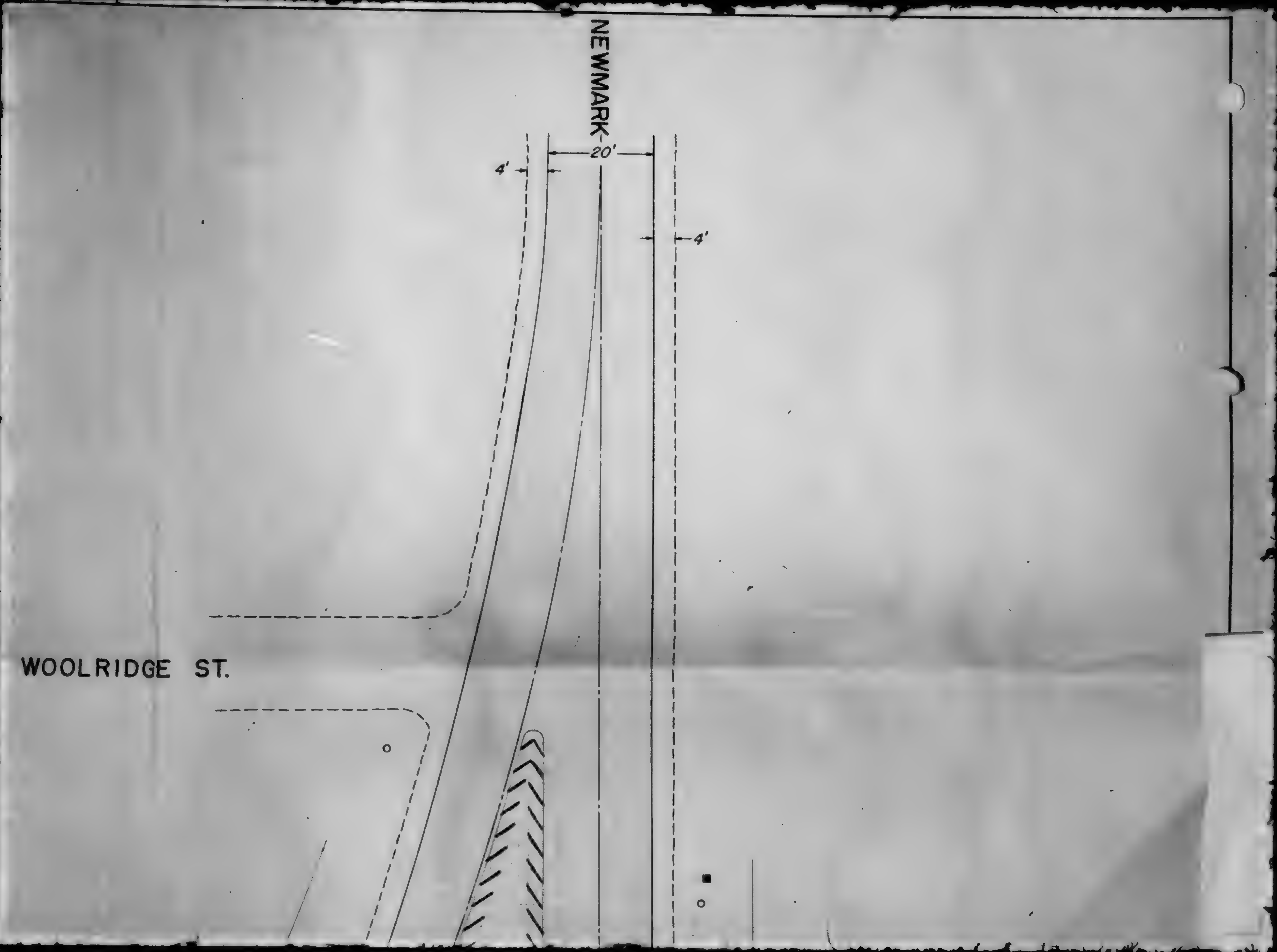
Realizing that the installation of traffic signals at this intersection is out of the question because of the city's lack of finances, it is suggested that jiggle bar channelizing islands be constructed and a flashing beacon be installed, making this intersection a three-way stop. The right turn movement from Empire to Coos Bay would move without stopping. This operation, although not too desirable, should reduce the present accident record and should give all of the conflicting movements at the intersection an equal chance. Inasmuch as this is the junction of two state highways and the entering volumes are quite closely balanced, the treatment as proposed is not too far out of line.

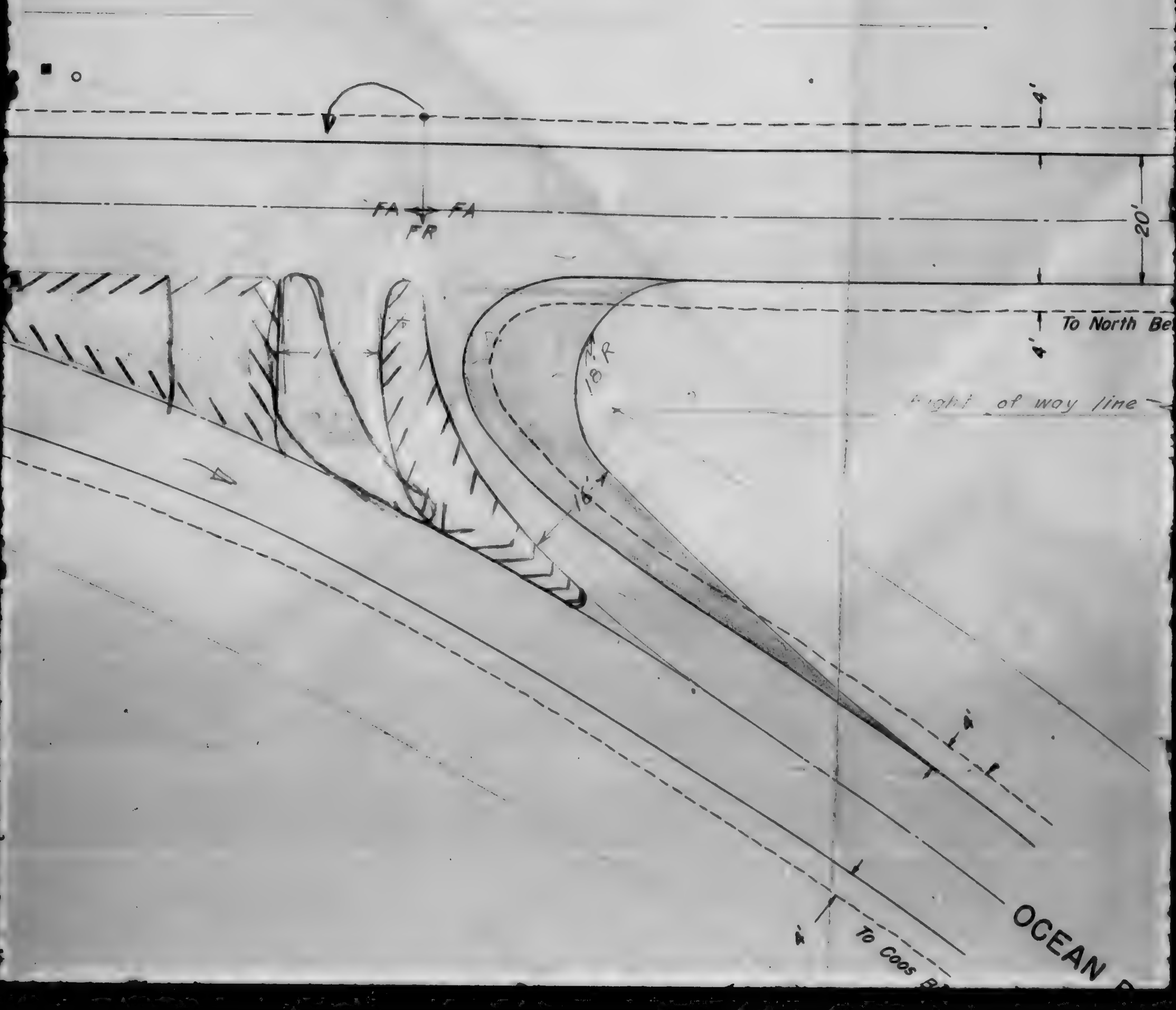
Val Johnson

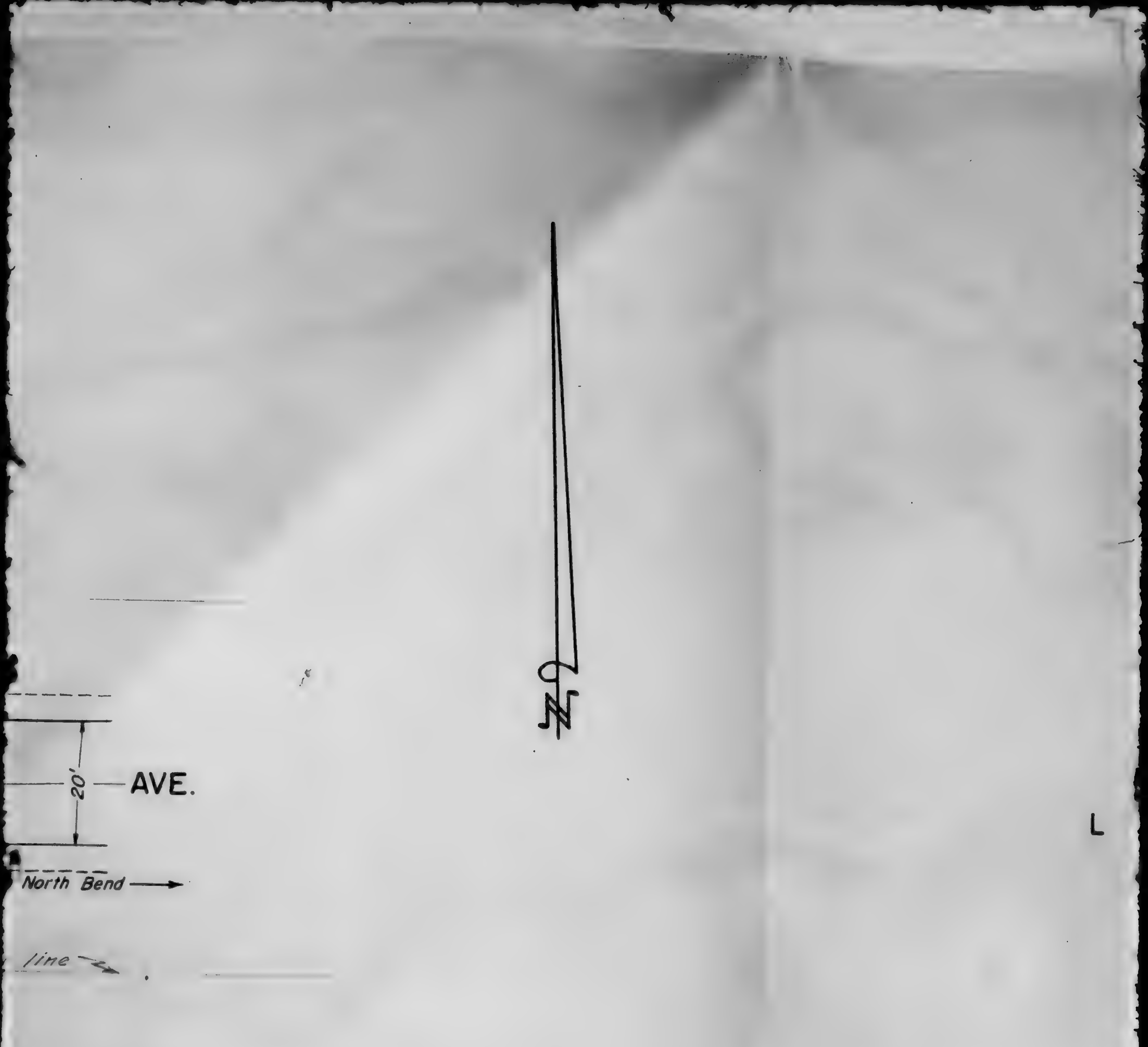
Val Johnson
Traffic Control Engineer

VPJ:kg

Attachments


NEWMARK
WOOLRIDGE ST.


4'
FA
FA
FR
20'
To North Be
4'
18 R
Right of way line
16'
4'
OCEAN B
To Coos B


N
20'
AVE.
North Bend
line
L
AN P

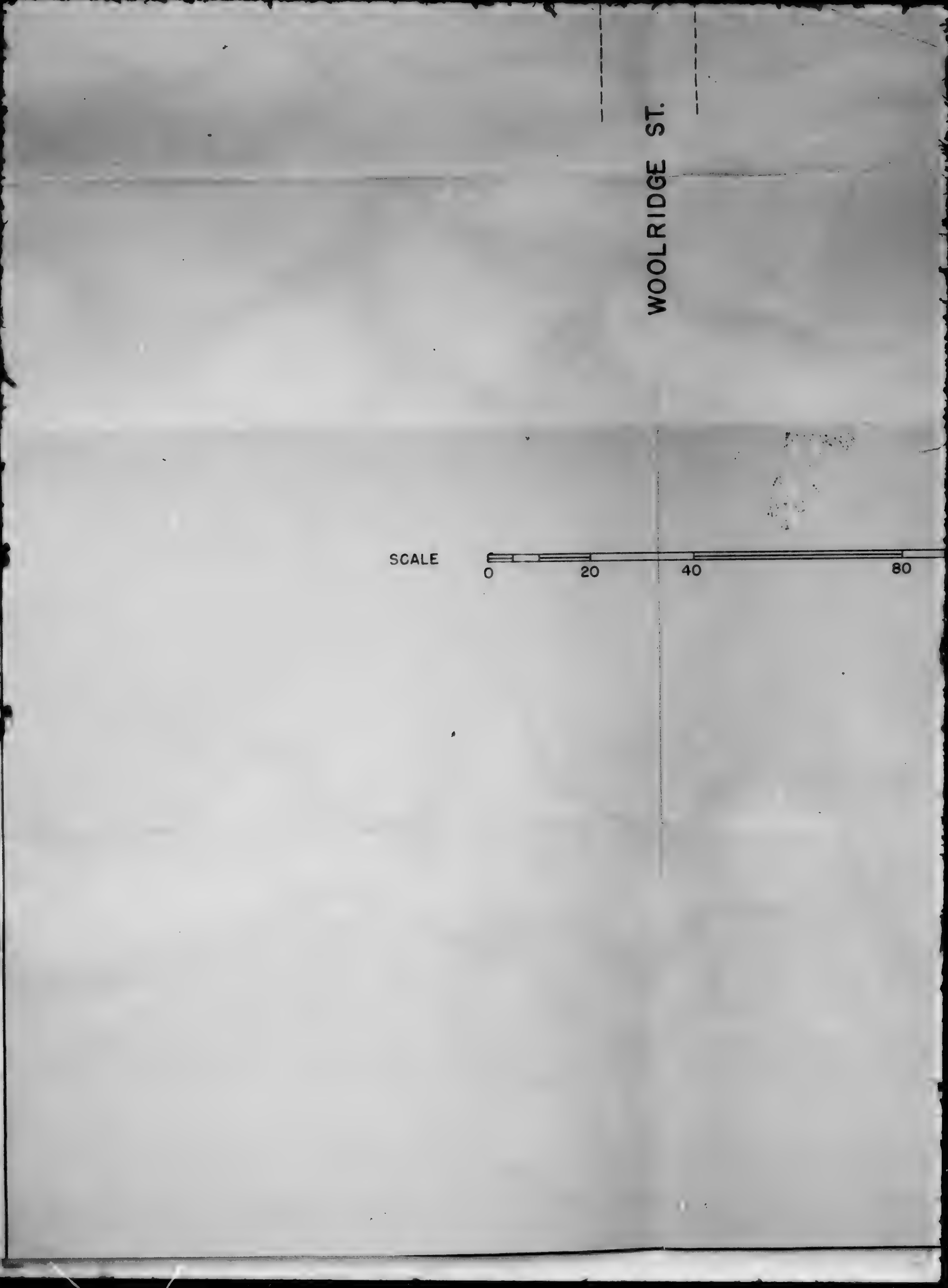
TRAFFIC SIGNAL INSTALLATION
NEWMARK AVENUE AT OCEAN BLVD.
CAPE ARAGO HWY. & EMPIRE-COOS BAY HWY.
EMPIRE, OREGON COOS COUNTY

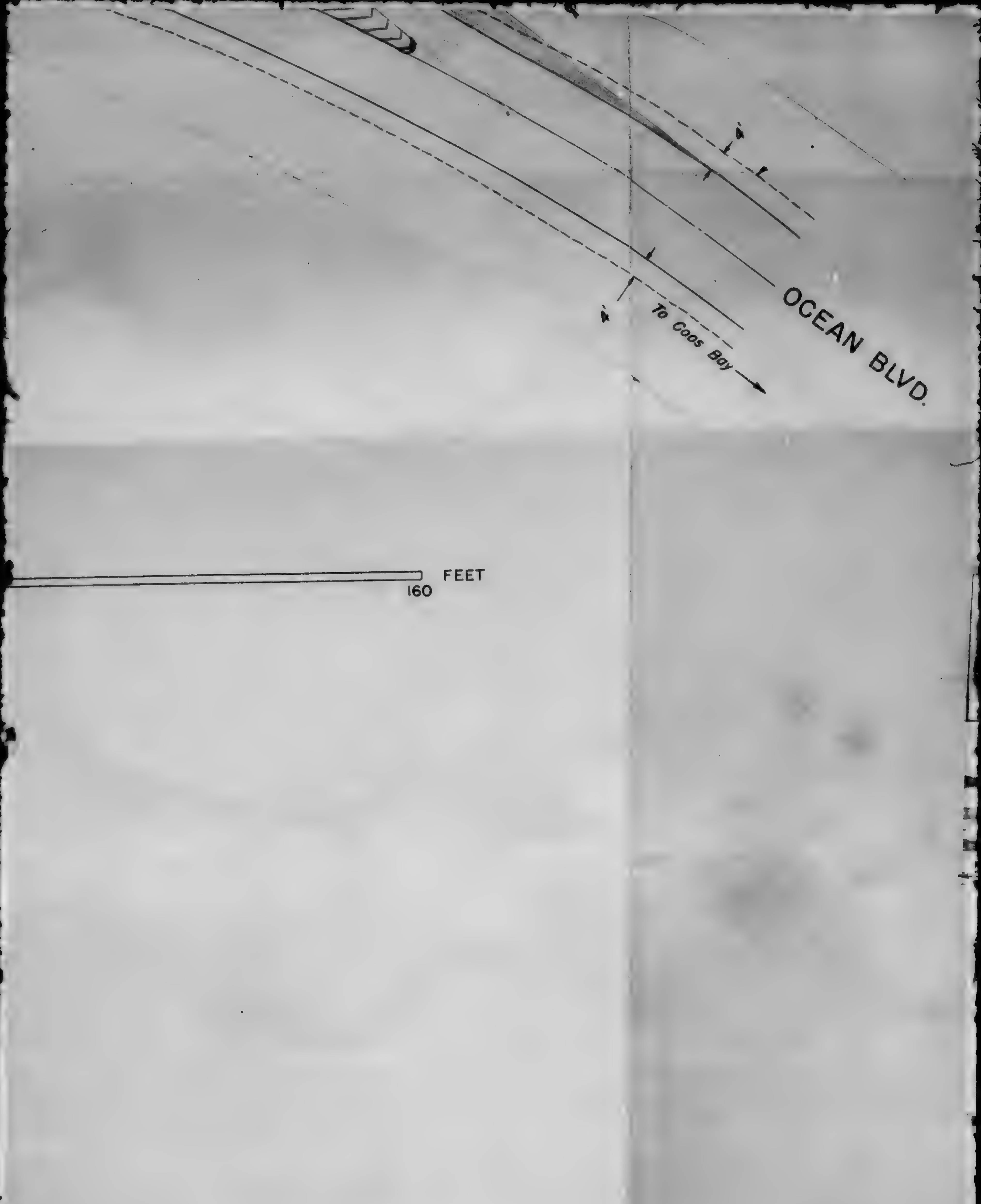
SHEET NO. 1 of 1

STATE FORCE WORK

OREGON

LEGEND


WOOLRIDGE ST.
SCALE
0
20
40
80


OCEAN BLVD.
To Coos Bay
FEET
160

BLVD.

Estimated Cost

Flashing beacon	$ 650.00
Jiggle bars	500.00
Widening	400.00
Total	$ 1550.00

▬ Pavement to be added

▭ Existing pavement

▬ Raised asphalt markers + painted lines

✛ Flashing Beacon

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE August 22, 1951

DAY OF WEEK Wednesday

ACTUAL COUNT (VEH.) 16 HRS.

HOURS COUNTED 6 AM - 10 PM

PEDESTRIAN COUNT HRS.

HOURS COUNTED

WEATHER Clear

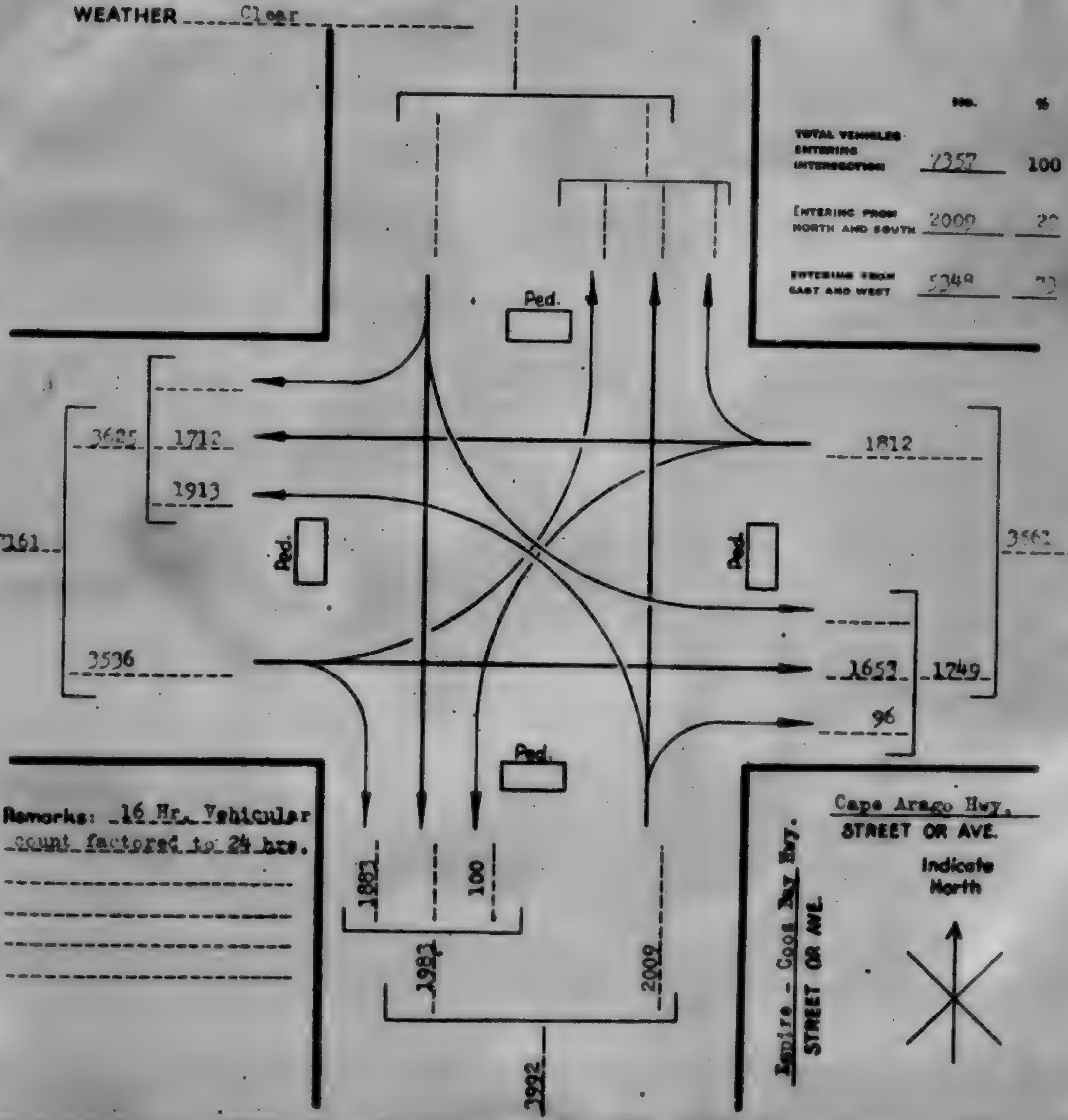
CITY OF Empire

INTERSECTION OF Cape Arago Hwy. & Empire - Coos Bay Hwy.

STATION NO

CODE NO

CLASSIFICATION All Vehicle


Ped.
Ped.
Ped.
Ped.
3625
1712
1913
7161
3536
1812
3561
1653
1749
96
1883
100
1983
2009
3992

	NO.	%
TOTAL VEHICLES ENTERING INTERSECTION	7357	100
ENTERING FROM NORTH AND SOUTH	2009	27
ENTERING FROM EAST AND WEST	5348	73

Remarks: 16 Hr. Vehicular count factored to 24 hrs.

Cape Arago Hwy.
STREET OR AVE.

Empire - Coos Bay Hwy.
STREET OR AVE.

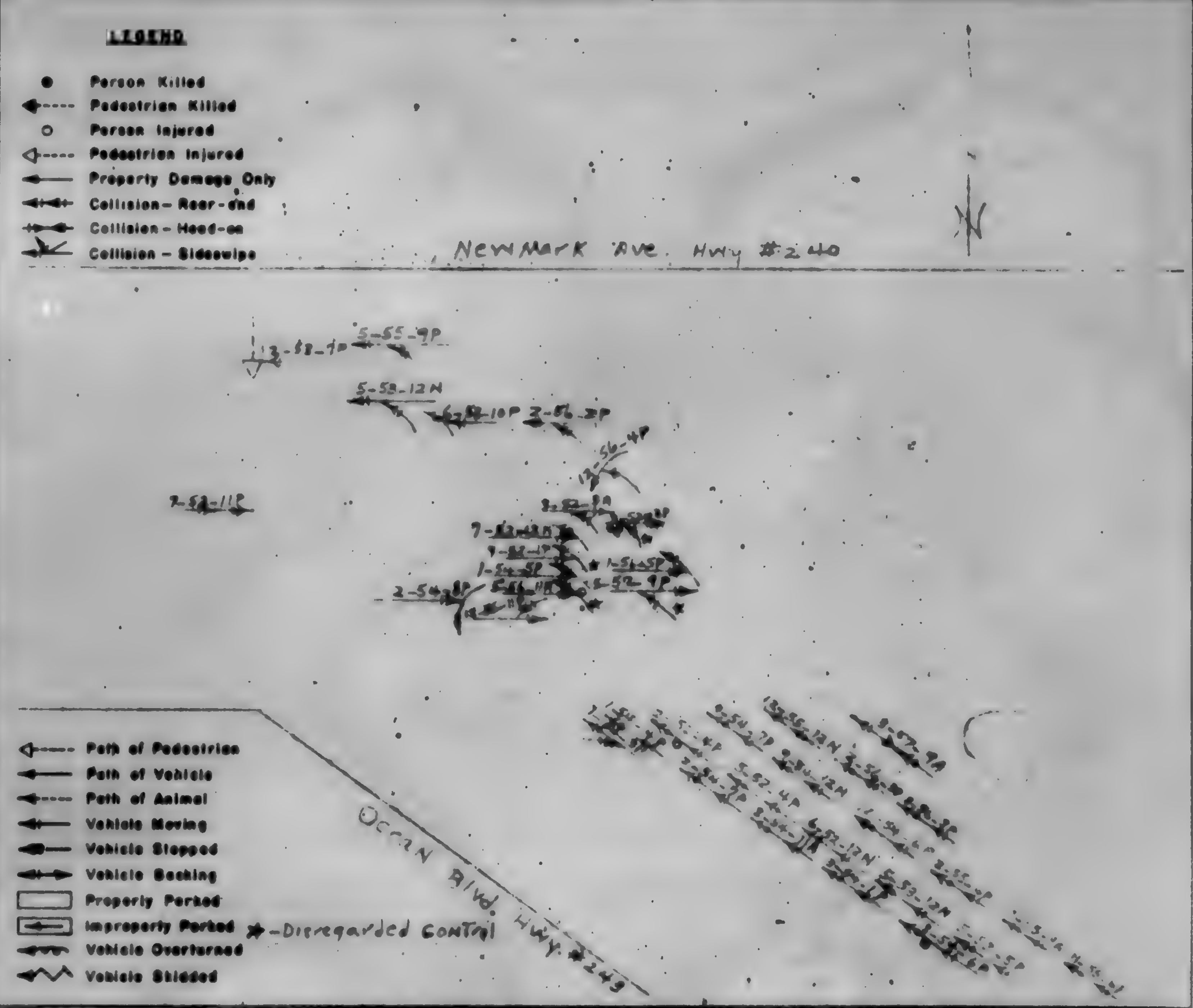
Indicate North

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis
COLLISION DIAGRAM

City of Empire County [illegible]
Intersection of Newmark Ave and Ocean Blvd.
Highway Number 240 [illegible]
Period Covered 1-1-52 To 6-30-57
Compiled by [illegible] Drawn by ______ Date [illegible]

LEGEND

- ● Person Killed
- ◄---- Pedestrian Killed
- ○ Person Injured
- ◁---- Pedestrian Injured
- ◄—— Property Damage Only
- Collision - Rear-end
- Collision - Head-on
- Collision - Sideswipe



- ◁---- Path of Pedestrian
- ◄—— Path of Vehicle
- ◄---- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- ▭ Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded
- * - Disregarded Control

Collision Type	1952 - 1953 Fatal	Non-fatal	Prop. Damage	Total	1954 - 1955 Fatal	Non-fatal	Prop. Damage	Total	1956 Fatal	Non-fatal	Prop. Damage	Total	1-1-57 to 6-30-57 Fatal	Non-fatal	Prop. Damage	Total	Total Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on																				
Rear-end		1	5	6		1	11	12			2	2						2	18	[illegible]
Sideswipe																				
Turning Movement		1	5	6			5	5		1	3	4			1	1		2	14	[illegible]
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian		1		1														1		
Backing															1	1			1	
Misc.																				
TOTAL		3	10	13		1	16	17		1	5	6			2	2		5	33	[illegible]

1952 - 8
1953 - 5

1954 - 11
1955 - 6

Salem, Oregon
August 19, 1957

Request for traffic signal -
Newmark Avenue and Ocean
Boulevard in Empire

Mr. F. B. Crandall

Herewith copy of a letter from the records of the City of Empire. Quite a bit of correspondence was built up concerning this matter and you made an investigation in 1953. I do not know whether any of the conditions have changed, but would suggest that we take another look at the situation.

G. S. Paxson

GSP:gm
Attach.

cc Mr. W. C. Williams

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON

August 14, 1957

REFERRED TO
Paxson
By State Highway Engineer

Mr. W. C. Williams
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Sir,

In regard to the proposed traffic signal intstallation at the intersection of Newmark Ave. and Ocean Blvd. the following is offered for your consideration.

Briefly summarrized the following has occurred since the receipt of your letter of May 27, 1953.

(1) The plans for said installation were presented to the City Council for study,

(2) Necessary funds were requested from the people at the next budget election, (1953-54),

(3) Said budget was turned down by the people,

(4) Necessary funds were requested from the people at the next budget election, (1954-55)

(5) Said budget was turned down by the people,

(6) Matter of proposed traffic signal installation was dropped.

(7) The intersection of Newmark Ave. and Ocean Blvd. has continued to be a problem from standpoint of danger as well as convenience.

It appeard that the primary reason that there is no signal light at this intersection is a financial one. In reviewing the plans as submitted, it has occurred to some of the Council that perhaps a less expensive type of installation could be effected.

Would it be possible for another survey to be made? The City of Empire has experienced a quite heavy residential growth but unfortunately not an industrial growth. If the assessed valuation were greater it would be much easier for the City to realize these needed improvements but as things now stand we must lean to economy rather than necessity.

CITY OF EMPIRE
OFFICE OF
CITY RECORDER

EMPIRE, OREGON

We wish to appologize for not acknowledging the correspondence of May 1953, however, we feel you will understand the reasons for not follwwing through with the proposal. We also wish to extend our appreciation for the kind consideration which we have received from your department.

Thank you for your interest and cooperation, we remain,

Sincerely yours,
CITY OF EMPIRE

Fred C. Dyer
Recorder

RECEIVED
AUG 15 1957
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 31 1957
FOR FILING

106-1607

5356

July 31, 1957

Mr. Milton E. Richter
Chief of Police
Empire, Oregon

Dear Sir:

This will acknowledge your letter of July 25, addressed to the Traffic Engineering Division, wherein you request a traffic survey with respect to the intersection of Newmark Avenue and the Empire cutoff to Coos Bay, which is known as Ocean Boulevard, and the procedure on the part of the City of Empire to have a traffic light installed, presuming such is warranted in the first instance from the standpoint of traffic need.

This intersection is one which was the subject of a survey on a previous occasion looking to the need for signalization, and on May 27, 1953, a letter was directed to the City of Empire giving the results of this investigation and stating that if the City approved the installation of traffic signals the matter would be taken up with the Highway Commission. It was also indicated to the City at that time that the standard policy with respect to traffic signal installations on urban highway routes within corporate limits of a city is for the State and City to share equally in the installation costs, with the City to care for maintenance and electrical energy. There is no indication in our file that the Highway Department received a response from the City to the aforementioned letter of May 27, 1953.

Should the City wish to take this matter up again, if they will so indicate, we will be glad to review the matter.

Very truly yours,

W. C. Williams
State Highway Engineer

cc Mr. Forrest Cooper
Mr. F. B. Crandall

FBC:njs fn

July 25, 1957

Traffic EngineeringDivision
Planning Survey Section
Highway, Building
Salem, Oregon

Dear Sir:
I request a traffic survey study to be made athe intersection of Newmark Ave. and the Empire cut off to Coos Bay which is called Ocean Blvd. This insection has a large volume traffic in my opinion I think a traffic light might save some human lives. If the survey results show that a Traffic light is necessary what is the predeedure that has to be done by the City of Empire to get the Traffic light insulted.-

Milton E. Richter

Chief of Police
Empire, Oregon

COMMISSIONERS
BEN R. CHANDLER, CHAIRMAN
COOS BAY
CHAS. H. REYNOLDS, MEMBER
LA GRANDE
M. K. McIVER, MEMBER
PORTLAND
H. B. GLAISYER
SECRETARY

OREGON
STATE HIGHWAY DEPARTMENT
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
W. C. WILLIAMS
1ST ASST. STATE HWY. ENGR.
W. W. STIFFLER
2ND ASST. STATE HWY. ENGR.
C. W. ENFIELD
CHIEF COUNSEL

May 27, [illegible]

Mr. Carl P. Stark
Chief of Police
Empire, Oregon

Dear Sir:

In recent discussions with a representative of the Traffic Engineering Division, you expressed a desire for a copy of the plan of the proposed traffic signal installation at the intersection of the Cape Arago and Empire-Coos [illegible] in your [illegible]. [illegible] plan is being sent to you [illegible].

The plan as propo[illegible] [illegible] islands constructed of painted [illegible] [illegible] the required movement of traffic entering the intersection [illegible] Empire-Coos Bay Highway. A semi-actuated traffic signal will [illegible] intersection. In operation, the traffic signal will give a green indication to the Cape Arago Highway at all times except when a vehicle passes over a detector buried under the Coos Bay leg of the intersection. Upon actuation, the controller will give an amber followed by a red indication to the Cape Arago Highway and a green indication to the Empire-Coos Bay Highway. The controller is so designed that continued actuation cannot hold the green indication to this traffic indefinitely. It will be set for a maximum of about 25 seconds. Push buttons will be installed on the two poles at the easterly side of the intersection so that a pedestrian wishing to cross the Cape Arago Highway can likewise stop traffic on this highway through the actuation by a push button.

The channelization in the center of the intersection is designed to require vehicles entering the intersection from the Coos Bay leg to approach at a right angle. This approach improves sight distance and also concentrates entering traffic at a definite point instead of over a distance of more than 100 feet, which is the case at the present time and which is rather hazardous.

SOUNDS GOOD

During the conversations in Empire, there was considerable discussion in regard to traffic hazards at the intersection of Newmark Avenue and Commercial Street and Newmark Avenue and Broadway. Investigation discloses that conditions at the intersection of Newark Avenue and Commercial Street are such that the installation of a traffic signal cannot be warranted. However, it is recommended that all parking be prohibited on the north side of Newark Avenue for a distance of [illegible] feet west of the west property line of Commercial Street. Such prohibition of parking will greatly improve the sight distance for a vehicle entering the intersection from the [illegible] and should do much to alleviate present hazards.

[illegible] to the intersection of Newark Avenue and Broadway Street, our [illegible] the installation of a four-way stop or a traffic signal [illegible] of the distribution of traffic at this intersection. [illegible] with you discloses that [illegible] at this intersection is the conflict between those [illegible] from the south and wishing to [illegible], and those stopped before making [illegible] south to north. The State Highway Department will paint [illegible] point so that these two [illegible] move without inconvenience.

If the City [illegible] signal installation as proposed, [illegible] half of the [illegible],000 estimated [illegible] to the State Highway [illegible].

O.K.

[illegible] yours,

[illegible]
[illegible] Highway Engineer

I-5-3(8) Fairgrounds Interchange 1958
124 (Roseburg) Frontage Rd.
#5357 Proj. on Pacific Hwy.

I-5-3(8) Fairgrounds Interchange 1958
124 (Roseburg) Frontage Rd.
#5357 Proj. on Pacific Hwy.

RECEIVED
[illegible] 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
October 29, 1959

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5357 5357	8 Final	Thornton-Ball

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
26229	79299	$ 500.00	10-28-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 55 workdays from November 3, 1958

Time Extensions: None of record

Completion Date: July 15, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 30, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 9 1959

NOTED ON CARD
RC

RECEIVED
OCT - 9 1959
FOR FILING
F S [illegible]
5357

October 8, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5357 for grading-oiling the Fairgrounds Interchange (Roseburg) Frontage Road on Pacific Highway in Douglas County was completed by the contractor, Thornton-Bell on July 15, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $12,936.85, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
[illegible] 1959
FOR FILING
[illegible]
5357

A

September 28, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Thornton-Bell on contract #5357 for grading-oiling the Fairgrounds Interchange Frontage Road in Roseburg, on the Pacific Highway, Douglas County.

This payment, in the amount of $1,045.08 will be released to contractor on or after October 8, 1959. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

[illegible]
5357

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

Section Fairgrounds Interchange (Roseburg) Frontage Road

For Week Ending Sept. 5, 1959

Highway Pacific County Douglas

Kind of work Grading and Oiling

Contractor Thornton-Bell

Section prefix 610-1954

Date of contract Oct. 23, 1958

Contract number 5357

Date work started Nov. 3, 1958

Specified work days 55

Project authorization $15,316.88

Exclusive of engineering $14,227.68

Work days used 55

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $13,060.68

Estimated per cent ~~overrun~~ or underrun 7.85 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,089.20

Engineering cost to date $1,053.08, 96.7 %

Date project was completed July 15, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	--	100	100	--

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final was submitted to the Div. office on Thursday, Sept. 3.

NOTED
JOHN R. OAKES

NOTED
C. E. PAULSEN

CONSTRUCTION DIVISION
RECEIVED
SEP 8 1959
NOTED- CE ACE ACE COE

Signed J R Hagedorn

Address John R. Hagedorn, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

Form E-1—(Rev.)—

[illegible]
5357

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 5, 1959

Section Fairgrounds Interchange (Roseburg) Frontage Road

Kind of work Grading and Oiling

Highway Pacific County Douglas

Section prefix 610-1054

Contractor Thornton-Bell

Contract number 5357

Date of contract Oct. 23, 1958

Specified work days 55

Date work started Nov. 3, 1958

Work days used 55

Project authorization $15,316.88

Exclusive of engineering $14,[illegible]

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $13,060.68

Estimated per cent ~~overrun~~ or underrun 7.85 %

Per cent of contract completed, based on estimated cost 100 %

Engineering authorization $1,089.20

Engineering cost to date $1,053.08, 96.7 %

Date project was completed July 15, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	--	100	100	—

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Semi-final was submitted to the Div. office on Thursday, Sept. 3.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
SEP 8 1959

NOTED C. E. PAULSEN

NOTED- ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Signed J R Hagedorn

Address John R. Hagedorn, Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.15	0.15		0.15	
Miles partially completed					
Miles completed	0.15	0.15		0.15	
Total estimated quantities (contract)	6,600	650		6.66 tons 81 cy.	
Total quantities corrected to date	6,521	569 ~~6,521~~		"	
Estimated quantities moved or placed to date	6,521	569		"	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
JUL 20 1959
FOR FILING

[illegible]

5357

July 20, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 15, 1959, on Contract No. 5357, Fairgrounds Interchange (Roseburg) Frontage Road Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(8)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bh
cc: Clarence G. Swenson

Contract 5357

RECEIVED
15 1958
FOR FILING

Monthly Transaction No. 12-37	For -2 (5-2 -57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	te **Oregon**
		County **Douglas**
Project Report No. I-5-3 (8) 124 6	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **I-5-3(8)124**

5357

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Revise frontage road at Fairgrounds Road Interchange, on U.S. 99**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-6-58	0.0
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 14,867.00	Federal funds $ 13,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

Deputy State Highway Engineer
(title)

By

(title)

By

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Fairgrounds Interchange (Roseburg) Frontage Road Section, Project No. I-5-3(8)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Fairgrounds Interchange (Roseburg) Frontage Road Section, Project No. I-5-3(8)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmr

Oregon State Highway Department

Federal Aid
I-5-3(8)124

FAIRGROUNDS INTERCHANGE (ROSEBURG) FRONTAGE ROAD SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 6, 1958

Type Code X050
Frontage Road (Sta. 2613+40)(Contract No. 5357)

Clearing and Grubbing	All Required		$ 500.00
Drainage Excavation, Unclassified	14 cu. yds.	$ 5.00	70.00
General Excavation, Unclassified	6,600 cu. yds.	1.20	7,920.00
Rounding Cutbanks	500 lin. ft.	.20	100.00
18-inch Concrete Pipe	80 lin. ft.	4.50	360.00
Manholes	1 only	500.00	500.00
Type 2 Fence	44 rods	7.50	330.00
Coarse Crushed Material in Base	570 cu. yds.	3.65	2,080.50
3/4" - 0 Material in Base	80 cu. yds.	4.00	320.00
Sprinkling	24 M-gals.	3.00	72.00
Preparation of Base	0.15 miles	500.00	75.00
Furnishing and Placing Aggregates	50 cu. yds.	5.25	262.50
120-150 Asphalt	5 tons	75.00	375.00
			$12,965.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
Signing	All Required		500.00
	Subtotal		$13,515.00
	10% Engr. & Cont.		1,351.50
	Total		$14,866.50

Length of Project . . . . 0.000 mile

Federal Funds	$13,700.00
State Funds	1,166.50
	$14,866.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
I-5-3(8)124

FAIRGROUNDS INTERCHANGE (ROSEBURG) FRONTAGE
ROAD SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 29, 1958

Type Code X050
Frontage Road (Sta. 2613+40)

Clearing and Grubbing	All Required		$ 500.00
Drainage Excavation, Unclassified	14 cu. yds.	$ 4.00	56.00
General Excavation, Unclassified	6,600 cu. yds.	.75	4,950.00
Rounding Cutbanks	500 lin. ft.	.20	100.00
18-inch Concrete Pipe	80 lin. ft.	4.50	360.00
Manholes	1 only	400.00	400.00
Type 2 Fence	44 rods	7.50	330.00
Coarse Crushed Material in Base	570 cu. yds.	3.75	2,137.50
3/4" - 0 Material in Base	80 cu. yds.	4.00	320.00
Sprinkling	24 M-gals.	3.00	72.00
Preparation of Base	0.15 mile	250.00	37.50
Furnishing and Placing Aggregates	50 cu. yds.	5.50	275.00
120-150 Asphalt	5 tons	100.00	500.00
			$10,038.00
Flagging (57½% of Contractor's Cost)	All Required		50.00
Signing	All Required		500.00
	Subtotal		$10,588.00
	10% Engr. & Cont.		1,058.80
	Total		$11,646.80

Length of Project 0.000 Mile

Federal Funds -	$10,700.00
State Funds -	946.80
	$11,646.80

RECEIVED
DEC 2 1958
FOR FILING

I-5-3(8)124

5357

A

December 2, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Fairgrounds Interchange (Roseburg) Section of the Pacific Highway in Douglas County, Contract No. 5357, in connection with Federal Aid Project No. I-5-3(8)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Enclosures

DBP:lmw

RECEIVED
NOV 20 1958
FOR FILING

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

5357

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 20, 1958

Thornton-Bell
P. O. Box 49
Roseburg, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5357, awarded Oct. 23, 1958, for grading and oiling on the Fairgrounds Interchange (Roseburg) Frontage Road Section of the Pacific Highway in Douglas County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
NOV 12 1958
FOR FILING
I-5-3(8)124

5357

November 7, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 3, 1958, on Contract No. 5357, Fairgrounds Interchange (Roseburg) Frontage Road Section, in Douglas County, in connection with Federal Aid Project No. I-5-3(8)124.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:mfh

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OCT 27 1958
FOR FILING

[illegible]

5357

October 24, 1958

Thornton-Bell
Box 49
Roseburg, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5357 for grading and oiling Fairgrounds Interchange Frontage Road Project on the Pacific Highway at Roseburg in Douglas County.

This award was based on your bid of $12,965.00, which was the low bid submitted to the Commission on October 21, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

RECEIVED
NOV 7 - 1958

FOR FILING
I-5-3(8)124
5357

OREGON STATE HIGHWAY DEPARTMENT

Notification of Commencement and Completion Dates for Contract Projects

Section Fairgrounds Interchange (Roseburg) Frontage Road

Contract No. 5357

Kind of Work Grading and Oiling

F. A. Project No. I-5-3(8)124

Highway Pacific

Date of Award of Contract Oct. 23, 1958

County Douglas

Specified Work Days 55

Contractor Thornton-Bell

Work Days Start November 3, 1958

First Notification:

Commencement date November 3, 1958 X BPR Eng

Second Notification:

Completion date .... Work Days Used ....

Estimate of date on which contractor will complete the removal of equipment and plant and the cleaning up of the site ....

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site ....

Date November 5, 1958

John R Hagedorn
John R. Hagedorn
Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning up of the site is completed. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Office Engineer or the Bridge Engineer at Salem. The duplicate copy is to be sent to the Division Engineer. The triplicate copy is to be retained by the Resident Engineer.

State Printing 98911

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RECEIVED
[illegible] 1958
FOR FILING
OREGON DISTRICT

I-5-3(8)124

5357

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0

October 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir·

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5357 for Oregon Project I-5-3(8)124, Fairgrounds Interchange (Roseburg) Frontage Road Project on the Pacific Highway, to Thornton-Bell of Roseburg, Oregon, low bidder in the amount of $12,965.00 at the October 21, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

NOTED
S. H. PROBERT

RECEIVED
OCT [illegible] 1958
OREGON DISTRICT

FOR FILING

I-5-3(8)124

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5357 When replying, refer to
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project I-5-3(8)124, Fairgrounds Interchange (Roseburg), Frontage Road Section of the Pacific Highway, grading and oiling.

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
1958
OFFICE OF
[illegible] ENGINEER

RECEIVED

FOR FILING

I-5-3(8)124

8257

August 21, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Dear Sir:

Herewith is a plan for a proposed project at the Fairgrounds interchange on the Pacific Highway in Roseburg, Douglas County, Oregon.

When this section of highway was constructed, the west frontage road connection was made to the southbound on ramp. An extensive development is proposed adjacent to the frontage road. This development is to consist of a motel, restaurant, service station, and residential houses.

As the present frontage road connection to the southbound on ramp presents an awkward and almost impossible turning movement for southbound traffic, it is proposed to correct this deficiency in freeway standards by revising the frontage road as shown on the plans.

It is estimated that the project will cost $13,000. We are asking your approval of this project to be built with federal-aid interstate funds.

Very truly yours,

W. C. Williams
State Highway Engineer

By

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Enclosure

NOTED
P. M. STEPHENSON

RECEIVED

FOR FILING

I-5-3(8)124

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 1, 1958

SUBJECT:
Agreement #520
Permits

5357

To: Mr. Forrest Cooper
Deputy State Highway Engineer
State Highway Department
Salem, Oregon

It will be necessary to include $13,000 in the State Construction Budget to reconstruct a frontage road on the Fairgrounds Interchange Unit of the Deady-Shady Section of the Pacific Highway.

This is for the State's share of the construction as outlined in the above agreement and as outlined in the attached letter from F. B. Klaboe.

The project is ready for design and can be contracted as soon as money is available.

Tom Edwards
Construction Engineer

JO:dmh

RECEIVED
AUG 1 1958
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
P. M. STEPHENSON

See Stephenson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 29, 1958

SUBJECT: Realignment Existing Frontage
Road, Fairgrounds Interchange
Deady-Shady Section
Pacific Highway

To: Tom Edwards
Construction Engineer
Salem, Oregon

As instructed by you, we have worked up a grading job for the proposed realignment of the frontage road between Station 2613+00 and Station 2620+00. You will recall that the existing right turn from this frontage road to the existing on-ramp to the Pacific Highway is a very sharp turn and one which cars can not now make without a backing maneuver. You will further recall that we recently issued to Mr. Cecil R. Luellen, Miscellaneous Permit #520, whereby he would be allowed to do certain grading work on State Highway right of way westerly of the frontage road in this area in connection with the construction and future operation of a service station, resturant, motel and subdivision. The Traffic Department investigated the increase hazard that would be forthcoming from the development proposed by Mr. Leullen and proposed a realignment of the connection between the frontage road and the southbound on-ramp in such a manner as to provide enough turning radius so that automobiles and small trucks could make this maneuver without a backing up condition.

The job as submitted by this office contains some 6,660 cubic yards of general excavation and totals approximately $13,000.00 in money value. The right of way required for the work has already been deeded to the State by Mr. Luellen. Mr. Luellen has also had the portion of Portland Street westerly of the interchange vacated as required in his Miscellaneous Permit. He will be required to install the manhole approximately opposite Station 2618+30 and to relocate the water main located in the old right of way of the vacated Portland Street.

At the completion of the State work, Mr. Luellen will construct three (3) approaches to the frontage road and do certain grading work, in accordance with his Miscellaneous Permit, between the frontage road and the new right of way line as part of his overall development of the area. We have very recently been in contact with Mr. Luellen and he states that he is very anxious to begin his development but that he has held off beginning the actual building phase in order that the State Highway Department could do their work first and have disposal room for any excess material we have.

F. B. Klaboe
Asst. Division Engineer

dls

I-5-2(18) Myrtle Cr.-Fords Br. 1958
104 Rdside. Improvement Proj.
#5358

Contract No 5358

A

8-13-59

RECEIVED

Monthly transaction number AUG 1 58	Fo R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	ate Oregon
Project report number 11(18)104	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Douglas
		Project number I-5-2(18)104

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 2, 1958, is hereby modified as follows:

Revised estimated total cost of project $ 24,464

Revised Federal funds $ 22,500

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13 day of August, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~By~~ C. G. Polk
Division Engineer

By:
R. C. Wright
Administrative Manager

USComm-DC 11170

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Myrtle Creek-Fords Bridge Section, Project No. I-5-2(18)104.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Myrtle Creek-Fords Bridge Section, Project No. I-5-2(18)104.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid
Project No. I-5-2(18)104

MYRTLE CREEK-FORDS BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, July 22, 1959

Type Code Y005
Roadside Improvement (Sta. 3440+00 thru equa. 3460+12.63 = 63+08.98 to Sta. 270+00) (Contract No. 5358)

Loading and Placing Topsoil	600 cu. yds.	$1.50	$ 900.00
Furnishing and Planting Trees	500 only	5.00	2,500.00
Furnishing and Planting Shrubs	5,300 only	1.90	10,070.00
Furnishing and Planting Vines	4,000 only	.40	1,600.00
Organic Fertilizer	45 cwt.	4.85	218.25
Sawdust	182 units	16.00	2,912.00
			$18,200.25
Flagging (57½% of Contractor's Cost)	All Required		50.00
			$18,250.25

Type Code Y005
Slope Paving (Sta. 68+50)(Sta. 180+94.89)(Sta. 228+17.61)(Contract No. 5507)

Weaver Road Overcrossing			
Concrete Slab Riprap	180 sq. yds.	$7.00	$1,260.00
Chadwick Lane Undercrossing			
Concrete Slab Riprap	190 sq. yds.	7.00	1,330.00
Biddle Road Undercrossing			
Concrete Slab Riprap	200 sq. yds.	7.00	1,400.00
			$3,990.00
	Subtotal		$22,240.25
	10% Engr. & Cont.		2,224.02
	Total		$24,464.27

Length of Project 4.224 Miles
Cost of Project per Mile $5,791.73

Federal Funds	$22,500.00
State Funds.	1,964.27
	$24,464.27

State Funds for Construction:	Chap. 175, Laws 1939 Chap. 31, Laws 1920 Chap. 529, Laws 1939
State Funds for Maintenance:	Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-2(18)104

MYRTLE CREEK-FORDS BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, May 21, 1959

Type Code Y005
Roadside Improvement (Sta. 3440+00 thru equa. 3460+12.63=63+09.98 to Sta. 270+00)
(Contract No. 5358)

Loading and Placing Topsoil	600	cu.yds.	$1.50	$ 900.00
Furnishing and Planting Trees	500	only	5.00	2,500.00
Furnishing and Planting Shrubs	5,300	only	1.90	10,070.00
Furnishing and Planting Vines	4,000	only	.40	1,600.00
Organic Fertilizer	45	cwt.	4.85	218.25
Sawdust	182	units	16.00	2,912.00
				$18,200.25
Flagging (57½% of Contractor's Cost)	All Required			50.00
				$18,250.25

Type Code Y005
Slope Paving (Sta. 68+50) (Sta. 180+94.89) (Sta. 228+17.61)

Weaver Road O'xing				
Concrete Slab Riprap	180	sq.yds.	$7.00	$ 1,260.00
Chadwick Lane U'xing				
Concrete Slab Riprap	190	sq.yds.	7.00	1,330.00
Riddle Road U'xing				
Concrete Slab Riprap	200	sq.yds.	7.00	1,400.00
				$ 3,990.00

Subtotal	$22,240.25
10% Engr. & Cont.	2,224.02
Total	$24,464.27

Length of Project	4.224 miles
Cost of Project per mile.	$5,791.73

Federal Funds	$22,500.00
State Funds	1,964.27
	$24,464.27

Contract 5358

Monthly Transaction No. RECEIVED DEC 15 1958 12-30	Form -2 (5-2 57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project Report No. FOR FILING I5-2 (18)104	FEDERAL-AID PROJECT AGREEMENT	County Douglas
		Project No. I-5-2(18)104

5358

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Approximately 1 mile south of Myrtle Creek to approximately 1 mile north of Fords Bridge, on U.S. 99.

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-6-58	4.2
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 20,075.00	Federal funds $ 18,500.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ______________________
Deputy State Highway Engineer
(title)

By ______________________

____
(title)

By ______________________

____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Myrtle Creek-Fords Bridge Section, Project No. I-5-2(18)104.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmr

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Myrtle Creek-Fords Bridge Section, Project No. I-5-2(18)104.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project No. I-5-2(18)104

MYRTLE CREEK-FORDS BRIDGE SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1958

Type Code Y005
Roadside Improvement (Sta. 3440+00 thru eqn. 3460+12.63-63+09.98 to Sta. 270+00)
(Contract No. 5358)

Loading and Placing Topsoil	600 cu. yds.	$1.50	$ 900.00
Furnishing and Planting Trees	500 only	5.00	2,500.00
Furnishing and Planting Shrubs	5,300 only	1.90	10,070.00
Furnishing and Planting Vines	4,000 only	0.40	1,600.00
Organic Fertilizer	45 cwt.	4.85	218.25
Sawdust	182 units	16.00	2,912.00
			$18,200.25
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$18,250.25
	10% Engr. & Cont.		1,825.02
	Total		$20,075.27

Length of Project .... 4.224 Miles
Cost of Project Per Mile $4,752.66

Federal Funds	$18,500.00
State Funds	1,575.27
	$20,075.27

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-2(18)104

MYRTLE CREEK-FORDS BRIDGE SECTION OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 25, 1958

Type Code Y005
Roadside Improvement (Sta. 3440+00 thru Equa. 3460+12.63=63+09.98 to Sta. 270+00)

Loading and Placing Topsoil	600 cu. yds.	$2.50	$ 1,500.00
Furnishing and Planting Trees	500 only	7.50	3,750.00
Furnishing and Planting Shrubs	5,300 only	3.00	15,900.00
Furnishing and Planting Vines	4,000 only	0.50	2,000.00
Organic Fertilizer	45 cwt.	5.50	247.50
Sawdust	182 units	15.00	2,730.00
			$26,127.50
Flagging (57½% of Contractor's Cost)	All Required		50.00
	Subtotal		$26,177.50
	10% Engr. & Cont.		2,617.75
	Total		$28,795.25

Length of Project . . . . 4.224 Miles
Cost of Project Per Mile. . . . $6,817.05

Federal Funds	$26,500.00
State Funds	2,295.25
	$28,795.25

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RECEIVED
1959
FOR FILING
I-5-2(18)104

OREGON STATE HIGHWAY DEPARTMENT
(date)

April 8, 1959

(CONTRACT NO.) 3358	(EST. NO.)	(CONTRACTOR)	
5358	4 Final	E. P. Baltz & Son	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
7783	H241016	$ 676.80	4/8/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **35 workdays from November 3, 1958**

Time Extensions: **None**

Completion Date: **January 27, 1959**

Date Accepted: **March 5, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **April 8, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed:

APR - 9 1959
GC

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RECEIVED
MAR 31 1959
FOR FILING

T E 2 (18) 104

Mar. 30, 1959

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Letus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

State Highway Contract No. 5358, for roadside improvement on the Myrtle Creek-Fords Bridge Section of the Pacific Highway in Douglas County was completed by the contractor, E. P. Balts and Son on Jan. 27, 1959, and was formally accepted by the Highway Commission on Mar. 5, 1959.

Final payment in the amount of $676.80 will be released to the contractor on or after April 9, 1959. The total contract amount is $17,903.85, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

em

NOTED ON CARD

em

Form E-1-

I-5 2(8)104
5358

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report No. 14

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 21, 1959

Section Myrtle Creek-Fords Bridge	Kind of work Roadside Improvement
Highway Pacific County Douglas	Section prefix 610-1056
Contractor E. P. Baltz and Son	Contract number 5358
Date of contract Oct. 23, 1958	Specified work days 35
Date work started Nov. 10, 1958	Work days used 6
Project authorization . . . . . $20,531.53 Exclusive of engineering $19,071.51	Per cent of time elapsed 17 %

Estimated cost of completed project, exclusive of engineering $17,698.10

Estimated per cent ~~overrun~~ or underrun . . . . 10.5 %

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering authorization $1,460.12

Engineering cost to date $1,412.00, 97 %

Date project was completed Jan. 27, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed and the Semi-Final submitted to the Division Office on Monday, Feb. 16, of this week.

CONSTRUCTION DIVISION
RECEIVED
FEB 24 1959
NOTED-- ☐ CE ☒ AE B ACE ☐ ☑ COE

Noted
M. N. Juvo

Signed H. Hagedorn
John R. Hagedorn
Address Roseburg

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	TOPSOIL	TREES	SHRUBS	VINES	
	~~GRADING~~	~~SURFACING~~	~~MAINTENANCE MATERIALS~~	~~OIL AND BITUMINOUS MACADAM~~	~~PAVING~~
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	600	500	5,300	4,000	
Total quantities corrected to date	600	446	5,262	3,885	
Estimated quantities moved or placed to date	600	446	5,262	3,885	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
FEB 20 1959
FOR FILING

[illegible]

[illegible]

Feb. 19, 1959

CERTIFIED MAIL

U. S. Fidelity & Guaranty Co.
Lotus M. Conser, Manager
201 Portland Trust Bldg.
Portland 4, Oregon

Gentlemen:

It is the intention of the State Highway Commission to release to E. P. Baltz and Son a portion of the funds heretofore retained by the Commission on Contract No. 5358, for roadside improvement on the Myrtle Creek-Fords Bridge Section of the Pacific Highway in Douglas County.

This payment, in the amount of $4,341.07, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $532.80. The present payment will be released on or after Mar. 2, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cm

NOTED ON CARD

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RECEIVED
FEB 6 1959
FOR FILING

February 2, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advice you that work was completed on January 27, 1959, on Contract No. 5358, Myrtle Creek-Fords Bridge Section, in Douglas County, in connection with Federal Aid Project No. I-5-2(18)104.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Mr. C. G. Swanson

DBP:lmw

A

RECEIVED
DEC 2 1958
FOR FILING

I-5-2(18)104

5358

December 2, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Myrtle Creek-Fords Bridge Section of the Pacific Highway in Douglas County, Contract No. 5358, in connection with Federal Aid Project No. I-5-2(18)104.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Enclosures

DBP:lmw

RECEIVED
FORM 2-129 5M 4-58
NOV 26 1958
FOR FILING

I-5-2(18) 124

[illegible]

COMMISSIONERS
M. K. MCIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 25, 1958

E. P. Baltz and Son
9817 E. Burnside St.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5358, awarded Oct. 23, 1958, for roadside improvement on the Myrtle Creek-Fords Bridge Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
NOV 19 1958
FOR FILING

1 5358

November 18, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 10, 1958, on Contract No. 5358, Myrtle Creek-Fords Bridge Section, in Douglas County, in connection with Federal Aid Project No. I-5-2(18)104.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:cr

RECEIVED
OCT 27 1958
FOR FILING

5-5-2 [illegible]

5356

October 24, 1958

E. P. Baltz & Son
3617 East Burnside Street
Portland 16, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5356 for Myrtle Creek-Fords Bridge Roadside Improvement Project on Pacific Highway in Douglas County.

This award was based on your bid of $18,200.25 which was the low bid submitted to the Commission on October 21, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Mark Astrup

RECEIVED

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT I-5-2(18)104

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5358

When replying, refer to
08-35.4-0

October 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5358 for Oregon Project I-5-2(18)104, Myrtle Creek-Fords Bridge (Roadside Improvement) Section of the Pacific Highway, to E. P. Baltz & Son of Portland, Oregon, low bidder in the amount of $18,200.25 at the October 21, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By:
E. H. Cowan
E. H. Cowan
Acting Division Engineer

NOTED
S. H. PROBERT

RECEIVED
OCT [illegible] 1958
FOR FILING
OREGON DISTRICT
I-5-2(18)104

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5358

When replying, refer to
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-2(18)104, Myrtle Creek-Fords Bridge Section, Pacific Highway, Douglas County, (Roadside Improvement).

This is to authorize your advertising for bids.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

RECEIVED
OCT 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 3 - 1958
FORM E-30X—37,500—9-57—6384
FOR FILING

I 5-2(18) 104

5358

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1958

SUBJECT: Myrtle Creek-Fords Bridge Sec.
Pacific Highway

To:

Mr. Tom Edwards
Construction Engineer
Building

Per instructions from Mr. Cooper, there are submitted herewith drawings covering the subject job for further handling with the Bureau of Public Roads and scheduling for construction at the earliest possible date.

If these preliminary drawings are to be submitted to the Bureau of Public Roads please inform them that they are diagramatic only. At 100-foot scale it is practically impossible to show precise locations of all shrubs and trees. They will, in conjunction with the contractor, be located on the ground, taking cognizance of all local growth conditions.

All trees and shrubs except the mugho pines are native to this area. This dwarf pine has been chosen as it can be grown within the limited planting area of the median strip. It will grow high enough to eliminate headlight glare without interfering with highway maintenance or traffic.

It is estimated that the total cost of this project, inclusive of the 12½% charge for engineering, will be $31,000.

Mark H Astrup

Mark H. Astrup
Landscape Engineer

Encl. Drawings

MHA vjl

cc Mr. Forrest Cooper ✓
Mr. Frank D. Morgan

RECEIVED

RECEIVED
AUG [illegible] 1958
FOR FILING

I-5-2(18)104

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 7, 1958

SUBJECT: Roadside Development Estimate
Myrtle Creek-Fords Bridge Section
Pacific Highway

5358

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
Office

Based on a field investigation of landscape work recommended on the subject project, it is requested that $30,000 be approved and construction be authorized for contracting in the fall of 1958.

The work contemplates the functional planting of trees and shrubs at structures and in the median to reduce headlight glare and to assist in the direction of traffic on curves.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA:jv

NOTED
FORREST COOPER

I-5-2(19) Jumpoff Joe Cr.-Louse Cr. 1958
62 Rdside. Improvement Proj.
#5359 on Pacific Hwy.

RECEIVED
[illegible] 1960
FORM E-30X—2MM—8-58—99209

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 21, 1960

SUBJECT: Irrigation Agreement
Grants Pass Irrigation District
Misc. C & A 1950-RW16243
File No. R-2330

To:
Mr. John A. Phillips
Maintenance Office Engineer
O F F I C E

I refer to your letter to P. M. Stephenson of June 27, 1960, in which you seek the renewal of an irrigation agreement with the Grants Pass Water District. In checking the general files, I find that the agreement you refer to, executed January 27, 1958 (RW16243), was superseded by a subsequent agreement executed February 4, 1958 (C & A 1950). The second agreement makes no reference to an expiration date, and therefore is presumed to be good indefinitely. I am forwarding to you two copies of said subsequent agreement so that you may forward one on to the local level for their information. It is suggested that any copies of the agreement of January 27, 1958, that are in your files, be marked "cancelled" and cross-referenced to the agreement of February 4, 1958.

LEONARD I. [illegible]
Staff Attorney

L:bj
Attachments
cc: L. I. Lindas
P. M. Stephenson ✓
I. A. DeFrance
Earl Sling

NOTED
P. M. STEPHENSON

RECEIVED
JUL 22 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-30 50M 2-60

FOR FILING

I 5 2(14) 62

5337

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1960

SUBJECT:

Expiring Agreement
R/W File #16243
Grants Pass Irrigation District

To:

Mr. P. M. Stephenson
Ass't. State Highway Engineer

Our agreement with the Grants Pass Irrigation District to supply water for sprinkling of 1.4 acres on the Jump-Off Joe Creek-Grants Pass Section of the Pacific Highway expires at the close of the 1960 irrigation season. The 1.4 acres is more particularly described as being a parcel of land lying in the NW¼ SW¼, of Section 5, Township 36 South, Range 5 West, W.M. in Josephine County.

The expiring agreement covered three irrigation seasons for the consideration of $12.00 to be paid annually before utilizing any of the water for sprinkling or other purposes.

District Maintenance Superintendent R. F. Lytle has recommended the agreement be renewed under the same terms, if possible. We concur in this recommendation.

Your approval is respectively requested.

John A. Phillips
John A. Phillips
Maintenance Office Engineer

WLM:ia

cc: I. A. DeFrance
Earl Saling
F. D. Morgan
R. F. Lytle

APPROVED 6-28-60
P.M.S.
Assistant State Highway Engineer

RECEIVED
JUN 27 1960
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN - 6 1960
FOR FILING
[illegible]
[illegible]

January 5, 1960

Massachusetts Bonding and Insurance Co.
315 Montgomery Street
San Francisco, California

Attention: F. J. Westfall, Claims Manager

Gentlemen:

Thank you for your letter of December 31, 1959 informing us that you are withdrawing your hold on the final payment due Rich and Sons Nursery in connection with State Highway Contract No. 5359.

This contract was for roadside improvements on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:rj

BRANCH OFFICE
CHARLES R. ARMOUR
MANAGER

315 MONTGOMERY STREET
SAN FRANCISCO, CALIFORNIA
TELEPHONE: EXBROOK 2-7100

MASSACHUSETTS BONDING AND INSURANCE COMPANY

December 31, 1959

State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

Re: Bond #866470 - Rich & Sons Nursery
State Highway Contract No. 5359
Roadside improvements, Jumpoff Joe Creek-
Louse Creek Sec. Pacific Highway

This will acknowledge your letter of December 28, 1959, informing us that the claim of Knight Pearcy Nursery in the amount of $2,900.75 has been satisfied.

Accordingly, we are hereby withdrawing our hold on the final payment due Rich & Sons Nursery under the above contract.

Thanking you for your cooperation, I am,

Yours very truly,

F. J. Westfall

F. J. Westfall
Claims Manager

FJW:MT

cc: Rich & Sons Nursery, Hillsboro, Oregon

Bourland-McElhinny Insurance, Salem, Oregon

Al, please acknowledge.
Release? Payment was made
last week on basis of phone
call
Jl

RECEIVED
JAN 4 1960
STATE

. NOTED
C. W. HEAD

A

RECEIVED
DEC 29 1959
FOR FILING

I 52(19)62

5359

December 28, 1959

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

Thank you for your letter of December 23 informing us that your claim in the amount of $2,900.75 against Rich & Sons Nursery on Contract No. 5359 has now been satisfied.

We will notify the surety and the contractor regarding the receipt of your letter releasing this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

NOTED ON CARD
LC

Phone 4-4157

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

KNIGHT PEARCY NURSERY

MAIL ADDRESS: P. O. BOX 12
SALEM, OREGON

12/23/59

Secy State Hiway commission
Salem ore

#5359

Dear Mr Query:-

On May 18th we notified you of a claim on Rich and Sons nursery for money due us on the hiway contract No 5359. This claim has been settled satisfactorily and we hereby release that contract of any claim from us.

If this is not the proper procedure for releasing such claim advise us as to theproper forms.

Yours truy
Knight Pearcy nursery

RECEIVED
DEC 28 1959
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
DEC 29 1959
FOR FILING
T 5-2(19)62
5351

Salem, Oregon
December 28, 1959

Contract No. 5359

Mr. C. H. Maison
Auditor

Attention: Mr. John Herr

We have received a letter from Knight Pearcy stating that his claim against Rich and Sons Nursery on Contract 5359 has been paid.

The surety has given us telephone approval to release semi-final and final payments.

Floyd Query
Secretary

FQ:rj

NOTED ON CARD
Lc

A

RECEIVED
DEC 29 1959
FOR FILING

December 28, 1959

Massachusetts Bonding & Insurance Co.,
315 Montgomery St.,
San Francisco 4
California

Gentlemen:

State Highway contract #5359 for roadside improvement on the Jumpoff Joe Creek-Louse Creek Section of Pacific Highway in Josephine County was completed by the contractor, Rich & Sons Nursery, on April 11, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $508.85 will be released to the contractor on or after January 7, 1960. The total contract amount is $16,961.81, of which amount $25.20 represents force account items.

Claims have been filed against this contract of which you were previously notified.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Massachusetts Bonding & Insurance Co.,
Bourland-McElhinny Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

RECEIVED
DEC 29 1959
FOR FILING

I-5-2(19)62

5329

December 28, 1959

Massachusetts Bonding & Insurance Co.
~~415 Builders Exchange Building~~
~~320 S. W. Stark Street~~
~~Portland 4, Oregon~~

Sent to
315 Montgomery St.
San Francisco, Calif
attn: L. J. Westfall
Claims adjuster

Attention: Mr. Gordon T. Wood
Special Agent

Gentlemen:

A letter dated December 23 has been received from Knight Pearcy Nursery, Salem, advising that their claim in the amount of $2,900.75 against Rich & Sons Nursery has been satisfied. This is in connection with State Highway Contract No. 5329 for roadside improvement on Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County.

We provide this information as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Bourland-McElhinny Insurance Agency
1900 Fairgrounds Road
Salem, Oregon

Rich & Sons Nursery
Route 1
Hillsboro, Oregon

NOTED ON CARD
&c

Commissioners
Mr. W. C. Williams
Mr. F. Cooper

note to Bourland after phone call to them:
Final & semi-Final payments are being released as of today

CWH:fp

76

RECEIVED
1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)
December 21, 1959

[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)
5359	6 Final	Rich & Sons Nursery

(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
30633	128251	$ 508.85	12-18-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion date: 35 workdays from November 3, 1958

Time Extensions: None of record

Completion Date: April 11, 1959

Date Accepted: December 16, 1959

Penalties: None of record (12/23/59 - Letter from Knight Pearcy stating claim of $2,900.75 has been satisfied)

Claims: 1 claim: Knight Pearcy Nursery claim for $2,900.75. Request from surety to withhold payment until further notice.

Remarks: Payments #2 and #3 be sent to US National Bank - Hillsboro Branch. 1/15/59 Auditor notified.

NOTE: - - 12/28/59 - Approval from surety via telephone for release of semi-final and final payments.

Date: December 28, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC 29 1959

NOTED ON CARD

A

RECEIVED
DEC - 7 1959
FOR FILING

December 4, 1959

Mr. F. J. Westfall
Claims Adjuster
Massachusetts Bonding & Insurance Co.
315 Montgomery Street
San Francisco 4, California

Dear Mr. Westfall:

In response to your telegram, received today, we are requesting that semi final payment in the amount of $615.30 as well as the final payment be held up on Contract No. 5359, awarded to Rich & Sons Nursery, until word has been received from your company to release the payments.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

FQ:jmc

cc: Bourland-McElhinny Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

C. H. Maison (2)
Attn: John Herr

NOTED
C. W. HEAD

NOTED ON CARD

CLASS OF SERVICE
This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1201

SYMBOLS
DL = Day Letter
NL = Night Letter
LT = International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

PRA096 OC206

O SFA610 PD=FAX SAN FRANCISCO CALIF 4 1145AMP=
=STATE HIGHWAY DEPT,STATE OF OREGON
SALEM ORG=

1959 DEC 4 PM 12 27

=REFERENCE STATE HIGHWAY CONTRACT 5359 RICH AND SONS CONTRACTOR OUR BOND 866470 HOLD FINAL PAYMENT OF $815.30 UNTIL RELEASE FROM US=

MASSACHUSETTS BONDING AND INSURANCE CO F J WESTFALL=

[illegible]

=5359 866470 $815.30.

RECEIVED
DEC 4 1959
OREGON
STATE HIGHWAY COMMISSION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

A

RECEIVED
NOV 25 1959

~~FOR FILING~~
I-5-2(19)62

5359

November 25, 1959

Massachusetts Bonding & Insurance Co.,
415 Builders Exchange Bldg.,
Portland 4
Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Rich & Sons Nursery on contract #5359 for roadside improvement on the Jumpoff Joe Creek-Louse Creek Section of Pacific Highway in Josephine County.

This payment, in the amount of $815.30, will be released to contractor on or after December 7, 1959. The retained percentage is $508.85.

A claim has been filed against this contract of which you were previously notified.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Contract No 5359

1

8-13-59

Monthly transaction number RECEIVED AUG 21 1959	R-2A (5-31-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number FOR FILING 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
		Project number I-5-2(19)62

I-5-2(19)62

5359

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 12**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project $ **21,468**

Revised Federal funds $ **19,800**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **13** day of **August**, 19**59**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

~~XXX~~ **C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

USComm-DC 11170

August 12, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Jumpoff Joe Creek-Louse Creek Section, Project No. I-5-2(19)62.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

July 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Jumpoff Joe Creek-Louse Creek Section, Project No. I-5-2(19)62.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:jb

Oregon State Highway Department

Federal Aid
Project No. I-5-2(19)62

JUMPOFF JOE CREEK-LOUSE CREEK SECTION
OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, July 22, 1959

Type Code Y005
Roadside Improvement (Sta. 720+00 to Sta. 1055+00)(Contract No. 5359)

General Excavation, Unclassified	750 cu. yds.	$1.50	$ 1,125.00
Furnishing and Placing Topsoil	850 cu. yds.	2.50	2,125.00
Furnishing and Planting Trees	450 only	5.00	2,250.00
Furnishing and Planting Shrubs	4,800 only	1.93	9,264.00
Organic Fertilizer 5-3-2	30 cwt.	6.00	180.00
Sawdust	200 units	13.00	2,600.00
			$17,544.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$17,644.00

Type Code Y005
Slope Paving (Jumpoff Joe Creek U'xing Sta. 775+58.42)(Contract No. 5507)

Concrete Slab Riprap	260 sq. yds.	$7.20	$1,872.00
	Subtotal		$19,516.00
	10% Engr. & Cont.		1,951.60
	Total		$21,467.60

Length of Project	6.280 Miles
Cost of Project per Mile	$3,418.40

Federal Funds	$19,800.00
State Funds	1,667.60
	$21,467.60

State Funds for Construction:	Chap. 175, Laws 1917 Chap. 31, Laws 1920 Chap. 529, Laws 1939
State Funds for Maintenance:	Chap. 529, Laws 1939

Oregon State Highway Department

Federal Aid
Project No. I-5-2(19)62

JUMPOFF JOE CREEK-LOUSE CREEK SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, May 21, 1959

Type Code Y005
Roadside Improvement (Sta. 720+00 to Sta. 1055+00) (Contract No. 5359)

General Excavation, Unclassified	750 cu.yds.	$1.50	$ 1,125.00
Furnishing and Placing Topsoil	850 cu.yds.	2.50	2,125.00
Furnishing and Planting Trees	450 only	5.00	2,250.00
Furnishing and Planting Shrubs	4,800 only	1.93	9,264.00
Organic Fertilizer 5-3-2	30 cwt.	6.00	180.00
Sawdust	200 units	13.00	2,600.00
			$17,544.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 17,644.00

Type Code Y005
Slope Paving (Jumpoff Joe Creek U'xing. Sta. 775+58.42)

Concrete Slab Riprap	260 sq.yds.	$7.00	$ 1,820.00
	Subtotal		$19,464.00
	10% Engr. & Cont.		1,946.40
	Total		$21,410.40

Length of Project. . . . . 6.280 miles
Cost of Project per mile $3,409.29

Federal Funds	$19,700.00
State Funds	1,710.40
	$21,410.40

5359

RECEIVED
DEC 15 1958
FOR FILING

Monthly Transaction No. 12-32	Form -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
Project Report No. I-5-2(19)62 7	**FEDERAL-AID PROJECT AGREEMENT**	County **Josephine**
		Project No. **I-5-2(19)62**

5359

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Approximate limits of project I-138(9), (new) I-5-2(10)62, (Jumpoff Joe-Louse Creek Section), on U.S. 99.**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	**10-6-58**	**6.3**
Other *(Specify)*		

FUNDS

Estimated total cost of project $ **19,408.00**	Federal funds $ **17,900.00**

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Jumpoff Joe Creek-Louse Creek Section, Project No. I-5-2(19)62.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Jumpoff Joe Creek-Louse Creek Section, Project No. I-5-2(19)62.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project No. I-5-2(19)62

JUMPOFF JOE CREEK-LOUSE CREEK SECTION OF
THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 7, 1958

Type Code X005
Roadside Improvement (Sta. 720+00 to Sta. 1055+00)
(Contract No. 5359)

General Excavation, Unclassified	750 cu. yds.	$ 1.50	$ 1,125.00
Furnishing and Placing Topsoil	850 cu. yds.	2.50	2,125.00
Furnishing and Planting Trees	450 only	5.00	2,250.00
Furnishing and Planting Shrubs	4,800 only	1.93	9,264.00
Organic Fertilizer 5-3-2	30 C.wt.	6.00	180.00
Sawdust	200 units	13.00	2,600.00
			$17,544.00
Flagging (57½% of Contractor's Cost	All Required		100.00
	Subtotal		$17,644.00
	10% Engr. & Cont.		1,764.40
	Total		$19,408.40

Length of Project - - - - - - - - - - - 6.280 Miles
Cost of Project Per Mile - - - - - - - $3,090.50

Federal Funds -	$17,900.00
State Funds -	1,508.40
	$19,408.40

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939.

State Funds for Maint.: Chapter 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-2(19)62

JUMPOFF JOE CREEK-LOUSE CREEK SECTION ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 25, 1958

Type Code Y005
Roadside Improvement (Sta. 720+00 to Sta. 1055+00)

General Excavation, Unclassified	750 cu. yds.	$1.00	$ 750.00
Furnishing and Placing Topsoil	850 cu. yds.	2.50	2,125.00
Furnishing and Planting Trees	450 only	7.50	3,375.00
Furnishing and Planting Shrubs	4,800 only	3.00	14,400.00
Organic Fertilizer, 5-3-2	30 cwt.	5.50	165.00
Sawdust	200 units	15.00	3,000.00
			$23,815.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$23,915.00
	10% Engr. & Cont.		2,391.50
	Total		$26,306.50

Length of Project . . . . 6.280 Miles
Cost of Project Per Mile. . . . $4,188.93

Federal Funds	$24,200.00
State Funds	2,106.50
	$26,306.50

IDAHO
MONTANA
OREGON
WASHINGTON

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
REGION EIGHT

1-5-2-(11)
62
5359

I-5-2(19)62

When replying, refer to:
08-35.8-DB

408 State Highway Bldg.
Salem, Oregon

May 29, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-2(19)62, Jumpoff Joe-Louse Creek Section, Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

CGPolk
C. G. Polk
Division Engineer

RECEIVED
[illegible]

NOTED
L PORTER

RECEIVED
MAY 21 1959

FOR FILING

May 20, 1959

Massachusetts Bonding & Insurance Co.
415 Builders Exchange Building
320 S. W. Stark Street
Portland 4, Oregon

Attention: Mr. Gordon T. Wood
Special Agent

Gentlemen:

A letter dated May 18 has been received from Knight Pearcy Nursery, P. O. Box 12, Salem, advising that Rich and Sons Nursery owe them the sum of $2,900.75 for materials furnished on our Contract No. 5359 for roadside improvement on Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County.

This information is provided as your Company appears as surety on the performance bond furnished with this contract.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CC:
Bourland-McElhinny Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

Rich & Sons Nursery
Rt. 1
Hillsboro, Oregon

Commissioners
Mr. W. C. Williams
Mr. Forrest Cooper

NOTED ON CARD
lc

CWH:fp

RECEIVED
MAY 21 1959
FOR FILING

[illegible]

5359

May 20, 1959

Knight Pearcy Nursery
P. O. Box 12
Salem, Oregon

Gentlemen:

This will acknowledge your letter of May 18 stating that Rich and Sons Nursery owe you $2,900.75 for materials supplied on our Contract No. 5359 for the roadside improvement project on Jumpoff Joe Creek-Louse Creek Section in Josephine County.

This project was completed April 11, 1959 but has not yet been accepted by the Highway Commission.

The Massachusetts Bonding and Insurance Co., through Bourland-McElhinny Insurance Agency, 1980 Fairgrounds Road, Salem, furnished the performance bond, which bond is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim for a period longer than six months following acceptance of the contract by the Highway Commission, you should file the claim with the Secretary of State. Attached are excerpts from the Oregon Laws outlining the filing procedure. In the meantime, your letter will be noted in our records and we will advise the surety and the contractor that it has been received.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

Enc.

CWH:fp

NOTED ON CARD

Phone 4-4157

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

STATEMENT

KNIGHT PEARCY NURSERY

MAIL ADDRESS: P. O. BOX 12
SALEM, OREGON

Rich and Sons
Hillsboro

for shrubs delivered in December and Jan used on Louse-Cr - JumpOff Joe job
Ore #5359

---

300 manzanita 18/24" @ 1.85	555.00	
1134 "" 12/15 1.25	1417.5o	
1777 "" 15/18 .1.5o	2665.50	
11 incense cedar 3~~/~~4 2.75	49.50	
20 "" 18/24 2.oo	40.00	
23 madrone 24/3o 2.5o	57.5o	
28 "2 18/24 2.oo	56.oo	
27 "" 15/18 1.5o	40.5o	
33 pine 2.5o	82.5o	
total materials supplied	4984.00	
less 294 rejected 1.25	367.50	
	4596.50	
less purchases from Rich	1695.75	
	2900.75	bqlqnce due

Phone 4-4157

Salesyard and Nursery
on 99E (Portland Hiway)
1 Mile South of Brooks

KNIGHT PEARCY NURSERY

MAIL ADDRESS: P. O. BOX 12
SALEM, OREGON

May 18/1959

State Hiway Commission
Salem ore

Gentlemen:-

I wish to file a claim for money due for materials supplied for your Louse Cr- Jumpoff Joe roadside improvement contract #5359- Rich and Sons, Hillsboro contractors.

I have a balance due of $2900.75 for materials delivered in December and January- an itemized statement of which is attached.

Please advise if any filing other that this is necessary to protect my balance due.

Yours truly
Knight Peaecy nursery
Knight Pearcy

Form E-1-

I 5-2(19)[illegible]
5359

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 18, 1959

Section Jumpoff Joe Creek - Louse Creek

Kind of work [redacted] Roadside Improvement

Highway Pacific County Josephine

Section prefix 617 - 1040

Contractor Rich and Sons Nursery

Contract number 5359

Date of contract October 29, 1958

Specified work days 35

Date work started November 18, 1958

Work days used 29

Project authorization $19,849.50
Exclusive of engineering $18,437.98

Per cent of time elapsed 82.86 %

Estimated cost of completed project, exclusive of engineering $17,000.00

Estimated per cent ~~overrun~~ or underrun . . . . 9.4 %

Per cent of contract completed, based on total contract price . . . . 100 %
Engineering authorization $1,411.52

Engineering cost to date $1,055.00, 74.8 %

Date project was completed April 11, 19 59

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed cleanup work on this job Saturday, April 11th.

FILED

CONSTRUCTION DIVISION
RECEIVED
[illegible] 1959
NOTED-- ☐ ☐ ☐ ☐ ☐
CE ACE ALE COE

Signed E Roberts

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	Excavation	Topsoil	Trees	Shrubs	Sawdust
Miles partially completed					
Miles completed					
Total estimated quantities (contract)	750	850	450	4,800	200
Total quantities corrected to date	698	847.5	449	4,672	177
Estimated quantities moved or placed to date	698	847.5	449	4,672	177
Average daily quantities	None	0	0	0	0
Average daily quantities necessary to complete project on time	None	None	None	None	None
Number shifts per day	----	----	----	----	----
Hours per shift	----	----	----	----	----
Average force on project for week	----	----	----	----	----

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Overcast		
Saturday			

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APR 16 1959
FOR FILING

I-5-2(19)62

3359

A

April 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 11, 1959, on Contract No. 5359, Jumpoff Joe Creek-Louse Creek Section, in Josephine County, in connection with Federal Aid Project No. I-5-2(19)62.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

CC: Clarence G. Swenson

DBP:ia

RECEIVED
DEC 3 1958
FOR FILING

I-5-2(19)62

5359

December 3, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering State share of flagging costs on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County, Contract No. 5359, in connection with Federal Aid Project No. I-5-2(19)62.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

Enclosures

DBP:lmw

A

RECEIVED
DEC 1 1958
FOR FILING
5359

FORM E-123

COMMISSIONERS
M. K. McIVER,
PORTLAND.
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Dec. 1, 1958

Rich & Sons Nursery
Route 1
Hillsboro, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5359, awarded Oct. 23, 1958, for roadside improvement on the Jumpoff Joe Creek-Louse Creek Section of the Pacific Highway in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
NOV 21 1958

FOR FILING

I 5-2 (19) 62

5359

November 20, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 18, 1958, on Contract No. 5359, Jumpoff Joe Creek-Louse Creek Section, in Josephine County, in connection with Federal Aid Project No. I-5-2(19)62.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:lmw

RECEIVED
NOV 20 1958
FOR FILING
I-5-2(19)62
5359

OREGON STATE HIGHWAY DEPARTMENT

Notification of Commencement and Completion Dates for Contract Projects

Section JUMPOFF JOE CREEK _ LOUSE CREEK

Contract No. 5359

Kind of Work Roadside Improvement

F. A. Project No. I-5-2(19)62

Highway Pacific

Date of Award of Contract October 23, 1958

County Josephine

Specified Work Days 35

Contractor Rich & Sons Nursery

Work Days Start November 3, 1958

First Notification:

BPR
Ent

Commencement date November 18, 1958 X

Second Notification:

Completion date ....

Work Days Used ....

Estimate of date on which contractor will complete the removal of equipment and plant and the cleaning up of the site ....

Third Notification:

Date on which contractor completed the removal of equipment and plant and the cleaning up of the site ....

Date November 18, 1958

Glenn E. Roberts by James E. Chaney Asst.
Resident Engineer

Instructions: Use this form for reporting first, the date on which work under the contract is commenced; second, the date on which the work is completed, and third, the date on which the removal of plant and the cleaning up of the site is completed. Each date is to be reported as soon as it becomes known. Report second and third notifications on the same form when occurring simultaneously. Each report is to be made in triplicate. The original copy is to be sent to the Office Engineer or the Bridge Engineer at Salem. The duplicate copy is to be sent to the Division Engineer. The triplicate copy is to be retained by the Resident Engineer.

State Printing 97719

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OCT 27 1958
FOR FILING
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[illegible]

October 24, 1958

Rich & Sons Nursery
Route 1
Hillsboro, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5557 for Jumpoff Joe Creek-Louse Creek Roadside Improvement Project on Pacific Highway north of Grants Pass in Josephine County.

This award was based on your bid of $17,544.00 which was the low bid submitted to the Commission on October 21, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
Mark Astrup

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FOR FILING
OREGON DISTRICT
I 5-2(19)62

5359

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

406 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.4-0

October 23, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our prior verbal concurrence as of this date in award of Contract No. 5359 for Oregon Project I-5-2(19)62, Jumpoff Joe Creek-Louse Creek (Roadside Improvement) Section of the Pacific Highway, to Rich & Sons Nursery of Hillsboro, Oregon, low bidder in the amount of $17,544.00 at the October 21, 1958 bid opening.

Very truly yours,

C. G. Polk
Division Engineer

By E. H. Cowan
E. H. Cowan
Acting Division Engineer

NOTED
S. H. PROBERT

RECEIVED
OCT 8 1958
FOR FILING
OREGON DISTRICT

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

I-5-2(19)62

When replying, refer to
08-35.4

5359

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project I-5-2(19)62, Jumpoff Joe Creek-Louse Creek Section, Pacific Highway, Josephine County (Roadside Improvement).

This is to authorize your advertising for bids.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

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[illegible] 7 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FORM E-30X—37,500
SEP 3 - 1958
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

I-5-2(19)62

5359

Salem, Oregon
September 2, 1958

SUBJECT: Roadside development estimate -
Jumpoff Joe Creek-Louse Creek Sec.,
Pacific Highway

To: Mr. Tom Edwards
Construction Engineer
Building

Per instructions from Mr. Cooper there are submitted herewith drawings covering the subject job for further handling with the Bureau of Public Roads and scheduling for construction at the earliest possible date.

If these preliminary drawings are to be submitted to the Bureau of Public Roads please inform them that they are diagramatic only. At 100-foot scale it is practically impossible to show precise locations of all shrubs and trees. They will, in conjunction with the contractor, be located on the ground, taking cognizance of all local growth conditions. All trees and shrubs listed on the plans are native to this area and have been located primarily for functional reasons.

It is estimated that the total cost of this project, inclusive of the 12½% charge for engineering, will be $26,000.

Mark H Astrup

Mark H. Astrup
Landscape Engineer

Encl. Drawings

MHA vjl

cc Mr. Forrest Cooper ✓
Mr. Frank D. Morgan

NOTED
FORREST COOPER

RECEIVED
FORM E-30 25M 8-51

FOR FILES

I-5-2(19)62

5359

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1958

SUBJECT: Roadside Development Project
Jumpoff Joe-Louse Creek Section
US 99

To: Mr. Forrest Cooper

An investigation of the work required on the subject project has been made. Preliminary plans have been worked out, disclosing that the estimated cost of the work will be $38,000. It is recommended that this amount be approved and that construction be authorized in the fall of 1958.

This project is approximately 6½ miles in length and has one existing planting 400 feet long. All other vegetation between construction lines has been lost. The work contemplates the re-establishment of native trees and shrubs at the ends of the major structures and the group plantings within the median strip, varying in length from 200 to 1700 feet. The longest planting, from Station 735 to Station 752, is at the north end of the project to reduce headlight glare and to outline the curve existent in this location. The other plantings have been studied carefully to be in scale with their surroundings and are believed to be a minimum that would be effective in helping to restore the natural appearance of the roadside.

Because of the nature of the soil and the lack of rainfall in this section in late spring and summer it is particularly important that this project be constructed this fall. Many of the native shrubs required are available commercially this year, but another year's growth would make them more expensive and less desirable for transplanting under our roadside conditions.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

MHA vjl

cc Mr. Tom Edwards

NOTED
FORREST COOPER

RECEIVED
JUN 23 1958
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible] Look

DU-205(8) Klamath Falls Sec. of 1958
The Dalles-Calif. Hwy.
#5360

RECEIVED
MAR 2 1960

FOR FILING

[illegible]

5360

March 2, 1960

Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco 4, California

Gentlemen:

State Highway contract #5360 for the USBR Canal and Nevada Avenue Structures (Klamath Falls) on the Dalles-California Highway in Klamath County was completed by the contractor, Tom Lillebo Construction Co., on July 17, 1959, and was formally accepted by the Highway Commission on December 16, 1959.

Final payment in the amount of $27,618.54 will be released to the contractor on or after March 12, 1960. The total contract amount is $335,007.16, of which amount $2,958.15 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Federal Insurance Co.,
Rodgers Ins. Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

RECEIVED
[illegible] 1959
FOR FILING

OREGON DISTRICT
DU-205(8)

5360

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

[illegible] STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to:
08-35.5

April 15, 1959

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Attention: Ivan D. Merchant
Bridge Engineer

Re: Oregon Project DU-205(8),
U.S.B.R. Canal & Nevada Ave.,
Structures, The Dalles-
California Highway

Dear Sir:

With reference to your letters of March 13 and 25, 1959, we are approving the informal agreement for sewer repair by the City of Klamath Falls, under the provisions of PPM 30-4.

As this utility work was of an emergency nature and the Bureau Bridge Engineer was aware of the facts at the time of the break, the date of authorization to proceed is established as February 26, 1959.

Very truly yours,

C. G. Polk
Division Engineer

Robert
Merchant
Edw

Oregon State Highway Department

Federal Aid
Project No. DU-205(8)

KLAMATH FALLS SECTION (STRUCTURES) ON

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 28, 1958

Type Code X431
"L" Line Structure on U.S.B.R. Canal (Sta. 55+30 to Sta. 57+90)(Contract No. 5360)

Structural Excavation	530	cu. yds.	$10.00	$ 5,300.00
Excavation Below Elevation Shown	100	cu. yds.	20.00	2,000.00
Furnish Steel Piling	2,040	lin. ft.	3.90	7,956.00
Drive Piles	48	only	55.00	2,640.00
Splice Piles	8	only	30.00	240.00
Class "A" Concrete	911	cu. yds.	66.50	60,581.50
Class "A-A" Concrete	218	cu. yds.	70.00	15,260.00
Metal Reinforcement	202,600	lbs.	.12	24,312.00
Prestressing Steel and Prestressing	All	Required		14,584.00
Structural Steel	All	Required		38,392.00
8-inch Metal Drain Pipe	100	lin. ft.	4.50	450.00
				$171,715.50

Type Code X431
"L" leg Structure over U.S.B.R. Canal (Sta. "D" 54+09 to Sta. "D" 55+91)
(Contract No. 5360)

Structural Excavation	200	cu. yds.	$10.00	$ 2,000.00
Excavation Below Elevation Shown	20	cu. yds.	20.00	400.00
Furnish Steel Piling	440	lin. ft.	3.90	1,716.00
Drive Piles	16	only	55.00	880.00
Splice Piles	4	only	30.00	120.00
Class "A" Concrete	318	cu. yds.	66.50	21,147.00
Class"A-A" Concrete	78	cu. yds.	70.00	5,460.00
Metal Reinforcement	68,000	lbs.	.12	8,160.00
Prestressing Steel and Prestressing	All	Required		5,847.00
Structural Steel	All	Required		23,808.00
				$ 69,538.00

Type Code X201
Nevada Avenue Overcrossing (Sta. 51+25 to Sta. 52+30)(Contract No. 5360)

Structural Excavation	225	cu. yds.	$ 6.00	$ 1,350.00
Excavation Below Elevation Shown	20	cu. yds.	20.00	400.00
Furnish Steel Piling	400	lin. ft.	3.90	1,560.00
Drive Piles	16	only	55.00	880.00
Splice Piles	4	only	30.00	120.00
Class "A" Concrete	518	cu. yds.	66.50	34,447.00
Class "A-A" Concrete	249	cu. yds.	70.00	17,430.00

Metal Reinforcement	118,000 lbs.	$ .12	$ 14,160.00
Prestressing Steel and Prestressing	All Required		15,659.00
8-inch Metal Drain Pipe	110 lin. ft.	4.00	440.00
Concrete Slab Riprap	800 sq. yds.	8.00	6,400.00
			$ 92,846.00

Type Code X281
California Avenue Overcrossing (Sta. 108+03.20 to Sta. 112+77.70)(Contract No. 5371)

Maintain Traffic	All Required		$ 3,100.00
Structural Excavation	850 cu. yds.	$ 5.00	4,250.00
Furnish Steel Piling	640 lin. ft.	3.90	2,496.00
Drive Piles	16 only	55.00	880.00
Splice Piles	4 only	30.00	120.00
Class "A" Concrete	1,370 cu. yds.	66.00	90,420.00
Class "A-A" Concrete	360 cu. yds.	74.00	26,640.00
Metal Reinforcement	328,000 lbs.	.125	41,000.00
Prestressing Reinforcement and Prestressing	All Required		19,784.00
Pipe Parapet	935 lin. ft.	6.00	5,610.00
Concrete Slab Riprap	490 sq. yds.	8.00	3,920.00
8-inch Metal Drain Pipe	150 lin. ft.	4.00	600.00
Standard 4-inch Steel Pipe	150 lin. ft.	6.00	900.00
			$199,720.00

	Subtotal	$533,819.50
Sewer Relocation	All Required	3,000.00
	Subtotal	$536,819.50
	10% Engr. & Cont.	53,681.95
	Total	$590,501.45

Length of 4 Structures. . . . . 0.172 miles

Federal "UU" Funds	$241,000.00
Federal "LS" Funds.	64,800.25
State Funds	284,701.20
	$590,501.45

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920,
Chap. 529, laws, 1939.

State Funds for Maint.: Chap. 529, laws, 1939.

Oregon State Highway Department

Federal Aid
Project No. DU-205(8)

KLAMATH FALLS SECTION (STRUCTURES) ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 2, 1958

Type Code X531
"L" Line Structure over USBR Canal (Sta. 55+30 to Sta. 57+90)

Structural Excavation	530 cu. yds.	$10.00	$ 5,300.00
Excavation Below Elevation Shown	100 cu. yds.	20.00	2,000.00
Furnish Steel Piling	2,040 lin. ft.	5.50	11,220.00
Drive Piles	48 only	70.00	3,360.00
Splice Piles	8 only	40.00	320.00
Class "A" Concrete	911 cu. yds.	75.00	68,325.00
Class "A-A" Concrete	218 cu. yds.	80.00	17,440.00
Metal Reinforcement	210,000 lbs.	0.135	28,350.00
Prestressing Steel and Prestressing	All Required		26,800.00
Structural Steel	All Required		50,200.00
8-inch Metal Drain Pipe	100 lin. ft.	4.50	450.00
			$213,765.00

Type Code X031
"D" Leg Structure over USBR Canal (Sta. "D" 54+09 to Sta. "D" 55+91)

Structural Excavation	200 cu. yds.	$10.00	$ 2,000.00
Excavation Below Elevation Shown	20 cu. yds.	20.00	400.00
Furnish Steel Piling	440 lin. ft.	5.50	2,420.00
Drive Piles	16 only	75.00	1,200.00
Splice Piles	4 only	40.00	160.00
Class "A" Concrete	318 cu. yds.	75.00	23,850.00
Class "A-A" Concrete	78 cu. yds.	80.00	6,240.00
Metal Reinforcement	62,500 lbs.	0.135	8,437.50
Prestressing Steel and Prestressing	All Required		8,100.00
Structural Steel	All Required		28,700.00
			$ 81,507.50

Type Code X281
Nevada Avenue Overcrossing (Sta. 51+25 to Sta. 52+90)

Structural Excavation	225 cu. yds.	$10.00	$ 2,250.00
Excavation Below Elevation Shown	20 cu. yds.	20.00	400.00
Furnish Steel Piling	400 lin. ft.	5.50	2,200.00
Drive Piles	16 only	75.00	1,200.00
Splice Piles	4 only	40.00	160.00
Class "A" Concrete	518 cu. yds.	75.00	38,850.00
Class "A-A" Concrete	249 cu. yds.	80.00	19,920.00
Metal Reinforcement	118,000 lbs.	0.135	15,930.00
Prestressing Steel and Prestressing	All Required		28,200.00
8-inch Metal Drain Pipe	110 lin. ft.	4.50	495.00
			$109,605.00
	Subtotal		$404,877.50
	10% Engr. & Cont.		40,487.75
Length of 3 Structures 0.080 Mile		Total	$445,365.25

Federal "DU" Funds	$187,000.00
Federal "LU" Funds	37,000.00
State Funds.	221,365.25
	$445,365.25

Oregon State Highway Department

Federal Aid
Project No. DU-205(8)

KLAMATH FALLS SECTION (STRUCTURES) ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 2, 1958

Type Code X531
"D" Line Structure over USBR Canal (Sta. 55+30 to Sta. 57+90)

Structural Excavation	530 cu. yds.	$10.00	$ 5,300.00
Excavation Below Elevation Shown	100 cu. yds.	20.00	2,000.00
Furnish Steel Piling	2,040 lin. ft.	5.50	11,220.00
Drive Piles	48 only	70.00	3,360.00
Splice Piles	8 only	40.00	320.00
Class "A" Concrete	911 cu. yds.	75.00	68,325.00
Class "A-A" Concrete	218 cu. yds.	80.00	17,440.00
Metal Reinforcement	210,000 lbs.	.135	28,350.00
Prestressing Steel and Prestressing	All Required		26,800.00
Structural Steel	All Required		50,200.00
8-inch Metal Drain Pipe	100 lin. ft.	4.50	450.00
			$213,765.00

Type Code X031
"D" Leg Structure over USBR Canal (Sta. "D" 54+09 to Sta. "D" 55+91)

Structural Excavation	200 cu. yds.	$10.00	$ 2,000.00
Excavation Below Elevation Shown	20 cu. yds.	20.00	400.00
Furnish Steel Piling	440 lin. ft.	5.50	2,420.00
Drive Piles	16 only	75.00	1,200.00
Splice Piles	4 only	40.00	160.00
Class "A" Concrete	318 cu. yds.	75.00	23,850.00
Class "A-A" Concrete	78 cu. yds.	80.00	6,240.00
Metal Reinforcement	62,500 lbs.	.135	8,437.50
Prestressing Steel and Prestressing	All Required		8,100.00
Structural Steel	All Required		28,700.00
			$81,507.50

Type Code X281
Nevada Avenue Overcrossing (Sta. 51+25 to Sta. 52+90)

Structural Excavation	225 cu. yds.	$10.00	$ 2,250.00
Excavation Below Elevation Shown	20 cu. yds.	20.00	400.00
Furnish Steel Piling	400 lin. ft.	5.50	2,200.00

Drive Piles	16	only	$75.00	$ 1,200.00
Splice Piles	4	only	40.00	160.00
Class "A" Concrete	518	cu. yds.	75.00	38,850.00
Class "A-A" Concrete	249	cu. yds.	80.00	19,920.00
Metal Reinforcement	118,000	lbs.	.135	15,930.00
Prestressing Steel and Prestressing	All	Required		28,200.00
8-inch Metal Drain Pipe	110	lin. ft.	4.50	495.00
Concrete Slab Riprap	800	sq. yds.	10.00	8,000.00
				$117,605.00

Subtotal	412,877.50
10% Engr. & Cont.	41,287.75
Total	$454,165.25

Length of 3 Structures 0.080 Mile

Federal "DU" Funds	$187,000.00
Federal "LU" Funds	37,000.00
State Funds	230,165.25
	$454,165.25

Federal Aid
Project No. DU-205(8)

Oregon State Highway Department

KLAMATH FALLS SECTION (STRUCTURES) ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 2, 1958

Type Code X531
"L" Line Structure over USBR Canal (Sta. 55+30 to Sta. 57+90)

Structural Excavation	530 cu. yds.	$10.00	$ 5,300.00
Excavation Below Elevation Shown	100 cu. yds.	20.00	2,000.00
Furnish Steel Piling	2,040 lin. ft.	5.50	11,220.00
Drive Piles	48 only	70.00	3,360.00
Class "A" Concrete	911 cu. yds.	75.00	68,325.00
Class "A-A" Concrete	218 cu. yds.	80.00	17,440.00
Metal Reinforcement	210,000 lbs.	0.135	28,350.00
Prestressing Steel and Prestressing	All Required		26,800.00
Structural Steel	All Required		50,200.00
8-inch Metal Drain Pipe	100 lin. ft.	4.50	450.00
			$213,445.00

Type Code X031
"D" Leg Structure over USBR Canal (Sta. "D" 54+09 to Sta. "D" 55+91)

Structural Excavation	200 cu. yds.	$10.00	$ 2,000.00
Excavation Below Elevation Shown	20 cu. yds.	20.00	400.00
Furnish Steel Piling	440 lin. ft.	5.50	2,420.00
Drive Piles	16 only	75.00	1,200.00
Class "A" Concrete	318 cu. yds.	75.00	23,850.00
Class "A-A" Concrete	78 cu. yds.	80.00	6,240.00
Metal Reinforcement	62,500 lbs.	0.135	8,437.50
Prestressing Steel and Prestressing	All Required		8,100.00
Structural Steel	All Required		28,700.00
			$ 81,347.50

Type Code X281
Nevada Avenue Overcrossing (Sta. 51+25 to Sta. 52+90)

Structural Excavation	225 cu. yds.	$10.00	$ 2,250.00
Excavation Below Elevation Shown	20 cu. yds.	20.00	400.00
Furnish Steel Piling	400 lin. ft.	5.50	2,200.00
Drive Piles	16 only	75.00	1,200.00
Class "A" Concrete	518 cu. yds.	75.00	38,850.00
Class "A-A" Concrete	249 cu. yds.	80.00	19,920.00
Metal Reinforcement	118,000 lbs.	0.135	15,930.00
Prestressing Steel and Prestressing	All Required		28,200.00
8-inch Metal Drain Pipe	110 lin. ft.	4.50	495.00
			$109,445.00

Subtotal	$404,237.50
10% Engr. & Cont.	40,423.75
Total	$444,661.25

Length of 3 Structures 0.080 Mile

Federal "DU" Funds	$187,000.00
Federal "LU" Funds	37,000.00
State Funds.	220,661.25
	$444,661.25

Oregon State Highway Department

Federal Aid
Project No. DU-205(8)

KLAMATH FALLS SECTION (STRUCTURES) ON THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 15, 1958

Type Code X531
"L" Line Structure over U.S.B.R. Canal (Sta. 55+30 to Sta. 57+90)

Structural Excavation	530	cu. yds.	$10.00	$5,300.00
Excavation Below Elevation Shown	100	cu. yds.	20.00	2,000.00
Furnish Steel Piling	2,040	lin. ft.	5.50	11,220.00
Drive Piles	48	only	70.00	3,360.00
Splice Piles	8	only	40.00	320.00
Class "A" Concrete	911	cu. yds.	75.00	68,325.00
Class "A-A" Concrete	218	cu. yds.	80.00	17,440.00
Metal Reinforcement	202,600	lbs.	.135	27,351.00
Prestressing Steel and Prestressing	All	Required		26,800.00
Structural Steel	All	Required		50,200.00
8-inch Metal Drain Pipe	100	lin. ft.	4.50	450.00
				$212,766.00

Type Code X031
"D" Leg Structure over U.S.B.R. Canal (Sta. "D"54+09 to Sta. "D"55+91)

Structural Excavation	200	cu. yds.	$10.00	$2,000.00
Excavation Below Elevation Shown	20	cu. yds.	20.00	400.00
Furnish Steel Piling	440	lin. ft.	5.50	2,420.00
Drive Piles	16	only	75.00	1,200.00
Splice Piles	4	only	40.00	160.00
Class "A" Concrete	318	cu. yds.	75.00	23,850.00
Class "A-A" Concrete	78	cu. yds.	80.00	6,240.00
Metal Reinforcement	68,000	lbs.	.135	9,180.00
Prestressing Steel and Prestressing	All	Required		8,100.00
Structural Steel	All	Required		28,700.00
				$82,250.00

Type Code X281
Nevada Avenue Overcrossing (Sta. 51+25 to Sta. 52+90)

Structural Excavation	225	cu. yds.	$10.00	$2,250.00
Excavation Below Elevation Shown	20	cu. yds.	20.00	400.00
Furnish Steel Piling	400	lin. ft.	5.50	2,200.00

Drive Piles	16	only	$75.00	$1,200.00
Splice Piles	4	only	40.00	160.00
Class "A" Concrete	518	cu. yds.	75.00	38,850.00
Class "A-A" Concrete	249	cu. yds.	80.00	19,920.00
Metal Reinforcement	118,000	lbs.	.135	15,930.00
Prestressing Steel and Prestressing	All	Required		28,200.00
8-inch Metal Drain Pipe	110	lin. ft.	4.50	495.00
Concrete Slab Riprap	800	sq. yds.	10.00	8,000.00
				$117,605.00
		Subtotal		$412,621.00
		10% Engr. & Cont.		41,262.10
		Total		$453,883.10

Length of 3 Structures. . . . . 0.080 mile.

Federal "DU" Funds.	$187,000.00
Federal "LU" Funds.	37,000.00
State Funds	229,883.10
	$453,883.10

Oregon State Highway Department

Federal Aid
Project No. DU-205(8)

KLAMATH FALLS SECTION (STRUCTURES) ON
THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 24, 1958

Type Code X531
"L" Line Structure over USBR Canal (Sta. 55+30 to Sta. 57+90)(Low Bid Prices)

Structural Excavation	530	cu. yds.	$10.00	$ 5,300.00
Excavation Below Elevation Shown	100	cu. yds.	20.00	2,000.00
Furnish Steel Piling	2,040	lin. ft.	3.90	7,956.00
Drive Piles	48	only	55.00	2,640.00
Splice Piles	8	only	30.00	240.00
Class "A" Concrete	911	cu. yds.	66.50	60,581.50
Class "A-A" Concrete	218	cu. yds.	70.00	15,260.00
Metal Reinforcement	202,600	lbs.	0.12	24,312.00
Prestressing Steel and Prestressing	All	Required		14,584.00
Structural Steel	All	Required		38,392.00
8-inch Metal Drain Pipe	100	lin. ft.	4.50	450.00
				$171,715.50

Type Code X031
"D" Leg Structure over USBR Canal (Sta. "D" 54+09 to Sta. "D" 55+91)(Low Bid Prices)

Structural Excavation	200	cu. yds.	$10.00	$ 2,000.00
Excavation Below Elevation Shown	20	cu. yds.	20.00	400.00
Furnish Steel Piling	440	lin. ft.	3.90	1,716.00
Drive Piles	16	only	55.00	880.00
Splice Piles	4	only	30.00	120.00
Class "A" Concrete	318	cu. yds.	66.50	21,147.00
Class "A-A" Concrete	78	cu. yds.	70.00	5,460.00
Metal Reinforcement	68,000	lbs.	0.12	8,160.00
Prestressing Steel and Prestressing	All	Required		5,847.00
Structural Steel	All	Required		23,808.00
				$ 69,538.00

Type Code X281
Nevada Avenue Overcrossing (Sta. 51+25 to Sta. 52+90)(Low Bid Prices)

Structural Excavation	225	cu. yds.	$ 6.00	$ 1,350.00
Excavation Below Elevation Shown	20	cu. yds.	20.00	400.00
Furnish Steel Piling	400	lin. ft.	3.90	1,560.00
Drive Piles	16	only	55.00	880.00
Splice Piles	4	only	30.00	120.00
Class "A" Concrete	518	cu. yds.	66.50	34,447.00
Class "A-A" Concrete	249	cu. yds.	70.00	17,430.00
Metal Reinforcement	118,000	lbs.	0.12	14,160.00
Prestressing Steel and Prestressing	All	Required		15,659.00
8-inch Metal Drain Pipe	110	lin. ft.	4.00	440.00
Concrete Slab Riprap	800	sq. yds.	8.00	6,400.00
				$ 92,846.00

Type Code X281

California Avenue Overcrossing (Sta. 108+03.20 to Sta. 112+77.70)

Maintain Traffic	All Required		$ 1,000.00
Structural Excavation	850 cu. yds.	$10.00	8,500.00
Furnish Steel Piling	640 lin. ft.	5.00	3,200.00
Drive Piles	16 only	75.00	1,200.00
Splice Piles	4 only	45.00	180.00
Class "A" Concrete	1,370 cu. yds.	80.00	109,600.00
Class "A-A" Concrete	360 cu. yds.	80.00	28,800.00
Metal Reinforcement	328,000 lbs.	0.13	42,640.00
Prestressing Reinforcement and Prestressing	All Required		43,560.00
Pipe Parapet	935 lin. ft.	8.00	7,480.00
Concrete Slab Riprap	490 sq. yds.	9.00	4,410.00
8-inch Metal Drain Pipe	150 lin. ft.	4.50	675.00
Standard 4-inch Steel Pipe	150 lin. ft.	7.00	1,050.00
			$252,295.00
	Subtotal		$586,394.50
Sewer Relocation	All Required		3,000.00
	Subtotal		$589,394.50
	10% Engr. & Cont.		58,939.45
	Total		$648,333.95

Length of 4 Structures ——— 0.170 Mile

Federal "DU" Funds	$249,000.00
Federal "LU" Funds	50,000.00
State Funds	349,333.95
	$648,333.95

RECEIVED
NOV 20 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
~~KENNETH N. FRIDLEY, MEMBER~~
WASCO
~~H. B. GLAISYER, SECRETARY~~
SALEM

[illegible] (A)

5360

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 20, 1958

Tom Lillebo Construction Co.
Box 365
Reedsport, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5360, awarded Oct. 23, 1958, for U.S.B.R. Canal and Nevada Avenue Structures on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING

October 24, 1958

Tom Lillebo Construction Company
Box 365
Reedsport, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5360 for structures on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

This award was based on your bid of $334,099.50 which was the low bid submitted to the Commission on October 21, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
OCT 8 1958
FOR FILING

DU-205(8)

5360 When replying, fefer to
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. documents for Oregon Project DU - 205(8), Klamath Falls structures on the The Dalles-California Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

NOTED
J. C. PAXSON

Original to
Mr. Merchant

21-3346 Beverly Beach Park Fencing 1958
Proj. on Oregon Coast Hwy.
#5361

RECEIVED
JUN 15 1959
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

June 11, 1959

21-3346			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5361	6 Final	Highway Protection Corp.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
13924	H247150	$ 500.00	6-11-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **75 workdays fr m Nov. 3, 1958**

Time Extensions: **none**

Completion Date: **April 17, 1959**

Date Accepted: **May 28, 1959**

Penalties: **none**

Claims: **none**

Remarks:

Date: **6-12-59**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: JUN 12 1959

NOTED ON CARD

RECEIVED
MAY [illegible]
FOR [illegible]
[illegible] 3246
[illegible]

May 27, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5361 for fencing in Beverly Beach State Park on the Oregon Coast Highway in Lincoln County was completed on April 17, 1959, by the contractor, Highway Protection Corporation, but has not as yet been accepted by the Commission.

Final payment in the amount of $500.00 will be released to the contractor after acceptance by the Commission. The total contract amount is $9,632.50, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
MAY 6 - 1959
FOR FILING

[illegible]

5361

May 5, 1959

CERTIFIED MAIL

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Highway Protection Corporation on contract #5361, covering fencing in Beverly Beach State Park in Lincoln County.

This payment, in the amount of $2,175.77 will be released to contractor after acceptance by the Commission. The retained percentage is $500.00.

The State is not aware of any unpaid claims for labor or materials, and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

21-3346

Form E-1—10M

OREGON STATE HIGHWAY DEPARTMENT

21 3346

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 24 April, 1959

Section Beverly Beach State Park

Kind of work Fencing

Highway Oregon Coast **County** Lincoln

Section prefix 21-3346

Contractor Highway Protection Corporation

Contract number 5361

Date of contract 23 October, 1958

Specified work days 75

Date work started 4 December, 1958

Work days used 46

Project authorization $ 12,127.50

Exclusive of engineering $ 11,265.10

Per cent of time elapsed 61.3 %

Estimated cost of completed project, exclusive of engineering $ 9,632.50

Estimated per cent ~~overrun~~ or underrun 14.5 %

Per cent of contract completed, based on total contract price 100 %

Engineering authorization $ 862.40

Engineering cost to date $ 712.85, 82.7 %

Date project was completed 17 April, 1959

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed Friday, 17 April and remeasured Tuesday, 21 April.

Semi-final estimate sent in Friday, 24 April.

The fence was gone over and inspected by Warren Gaskill of the Parks Dept. and the Resident Engineer on Thursday April 23.

Final report on this project.

CONSTRUCTION DIVISION
RECEIVED
1959
NOTED
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NOTED

Signed Wendell E. Schwartz

Address Box 37 Newport, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	Fencing ~~GRADING~~	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.47				
Miles partially completed					
Miles completed	1.47				
Total estimated quantities (contract)	470				
Total quantities corrected to date	419				
Estimated quantities moved or placed to date	419				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Cloudy		
Saturday			

RECEIVED
NOV 26 1958
FOR FILING

21 3346

5361

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

A

Nov. 26, 1958

Highway Protection Corporation
6218 N. E. Columbia Blvd.
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5361, awarded Oct. 23, 1958,
for Beverly Beach Park Fencing in
Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING

October 24, 1958

Highway Protection Corporation
4400 West Addison Street
Chicago 41, Illinois

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5361 for the fencing project at Beverly Beach State Park on the Oregon Coast Highway in Lincoln County.

This award was based on your bid of $10,780.00, which was the low bid submitted to the Commission on October 21, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

je

cc: Tom Edwards
S. H. Probert
R. G. Savage
C. H. Armstrong

21-3347 Devils Lake St. Park Ext. 1958
#5362

RECEIVED

OREGON STATE HIGHWAY DEPARTMENT
(date)

December 28, 1959

[illegible]

(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5362	9 Final	Robert C. Wilson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
31386	1333341	$4,074.89	12-28-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 40 workdays from November 3, 1958

Time Extensions: None of record

Completion Date: May 26, 1959

Date Accepted: August 13, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: December 29, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: DEC 29 1959

NOTED ON CARD
dc

RECEIVED
DEC - 9 1959
FOR FILING

[illegible]7

December 8, 1959

Maryland Casualty Co.,
Baltimore 3
Maryland

Gentlemen:

State Highway contract #5362 for the Devils Lake Park Extension Project on the Oregon Coast Highway in Lincoln County was completed by the contractor, Robert C. Wilson, on May 26, 1959, and was formally accepted by the Highway Commission on August 13, 1959.

Final payment in the amount of $4,074.89 will be released to the contractor on or after December 18, 1959. The total contract amount is $61,599.85, of which amount $5,559.41 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Maryland Casualty Co.,
Eugene F. Nichols
1st National Bank Bldg.,
Corvallis, Oregon

RECEIVED
DEC - 3 1959
FOR FILING

21-3347

5362

A

Salem, Oregon
December 2, 1959

Devils Lake State Park
Extension, Contract 5362

Mr. Ivan D. Merchant

Herewith copy of a letter from Robert C. Wilson, the contractor on the above-named job. We seem to be having quite a bit of trouble with final action of our park jobs. I would suggest that you have someone look into the matter.

GSP:gm
Attach.

G. S. Paxson

cc Mr. W. C. Williams

TELEPHONE PLAZA 2-2496

ROBERT C. WILSON
GENERAL CONTRACTOR
P. O. BOX 47
2301 N-99-W
CORVALLIS, OREGON

November 30, 1959

RECEIVED
DEC 1 1959
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. W. C. Williams
State Highway Engineer
State of Oregon
Salem, Oregon

Re: Devils Lake State Park Extension, Job No. 8462-A

Dear Mr. Williams:

Last spring and winter I constructed an extension to Devils Lake State Park which was completed by June 1, 1959. I did not wish to perform some additional work which was requested by your Department, but I did as a convenience to the State. It was totally completed and the job was accepted by the Highway Commission in August.

Each time I demand payment on this job, some petty request is made about something not operating. The last request stated that there was a transfer pump not operating. I called the mechanical subcontractor for this project and he informed me there is no transfer pump involved in the Contract, but I requested he repair it anyway. He then visited the Park and now tells me the Park Personnel told him they did not know of any leak in this pump or of any other difficulty at this Park. However, they had recently had difficulty with a pump at a nearby Park.

Will you please see that my voucher for final payment is sent to me immediately.

Very truly yours,

Robert C. Wilson
Robert C. Wilson

RCW:mge
cc: Maryland Casualty Company, Portland
Armco Drainage & Metal Products, Inc., Portland
Eilertsen Plumbing, Newport
Calkins Crushing Co., Oceanlake
George Danforth, Newport

RECEIVED
DEC 1 1959
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 17 1959

~~FOR FILING~~
113347

5360

August 14, 1959

Maryland Casualty Company
Baltimore 3
Maryland

Gentlemen:

It is the intention of the State Highway Commission to release to Robert C. Wilson a portion of the funds heretofore retained by the Commission on contract #5360, for the Devils Lake Park Extension on Oregon Coast Highway in Lincoln County.

This payment, in the amount of $5,732.67, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $1,779.12. The present payment will be released on or after August 24, 1959.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Maryland Casualty Company
Eugene F. Nichols, Agent
1st National Bank Bldg.,
Corvallis, Oregon

21-3347

A

Form E-1—(Rev.)—10M—2-59

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending 20 June, 1959

Section Devil's Lake State Park

Kind of work Const. Add'l. Park Facilities

Highway Oregon Coast County Lincoln

Section prefix 21-3347

Contractor Robert C. Wilson

Contract number 5362

Date of contract 23 October, 1958

Specified work days 40

Date work started 3 November, 1958

Work days used

Project authorization Exclusive of engineering $ See Reg. Br. Eng'r's. Report/.

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Estimated per cent overrun or underrun %

Per cent of contract completed, based on estimated cost %

Engineering authorization $

Engineering cost to date $, %

Date project was completed, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100	100	100	100			

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor worked all week extending outfall line from Oceanlake sewage treatment plant.

This completes all the grading and drainage work on this project and this will be the

*** FINAL REPORT ***

on this project from this office.

NOTED
JOHN R. OAKES

CONSTRUCTION DIVISION
RECEIVED
JUN 22 1959

Noted
M. N. Juve

NOTED-- CE ACE ACE COE

NOTED
C. E. PAULSEN

Signed

Address Box 37, Newport

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.42	0.42			
Miles partially completed					
Miles completed	0.42	0.42			
Total estimated quantities (contract)	17,000	2,050			
Total quantities corrected to date					
Estimated quantities moved or placed to date	12,516.4	2,138 (FINAL)			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Overcast-lt.rain		
Thursday	Cloudy-clearing		
Friday	Overdast		
Saturday			

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
DEC 12 1958
FOR FILING

21-3347

5362

Dec. 12, 1958

Robert C. Wilson
2301 North 99-W
Corvallis, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5362, awarded Oct. 23, 1958,
for Devil's Lake State Park Extension
in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
OCT 27 1958
FOR FILING

27-347

5362

October 24, 1958

Mr Robert C. Wilson
P. O Box 47
Corvallis, Oregon

Dear Mr Wilson:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No 5362 for Devils Lake State Park Extension in Lincoln County

This award was based on your bid of $57,976 70 which was the low bid submitted to the Commission on October 21, 1958, for this project Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S H Probert
R G. Savage (SIAC)
C. H Armstrong
I. D Merchant

I-5-4(27) South Santiam Jct.-Lane Co. 1958
212 Line Sec. of Pacific Hwy.
#5363 (9 U'Xing structures)

RECEIVED
1-4(21)-12
5363

December 22, 1960

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

You are hereby notified that a post-final payment will be made to Hamilton & Thoms, Inc., on contract #5363 for 9 undercrossing structures on the South Santiam Jct.-Lane County Line Section of Pacific Highway in Linn County, as soon as the warrant is prepared.

The total amount paid the contractor in connection with this contract will be $554,987.55, including the post-final payment of $404.00. Of the total, $130.16 is for force account work.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

do

cc: Seaboard Surety Co.,
100 William St.,
New York 38, N. Y.

cc: Hamilton & Thoms, Inc.,
Box 726
Eugene, Oregon

RECEIVED
NOV -7 1960
FOR FILING
[illegible] (27) 212

November 4, 1960

Seaboard Surety Co.,
Hansen & Rowland, Inc.,
1300 Puget Sound Bank Bldg.,
Tacoma, Washington

Gentlemen:

State Highway contract #5363 for construction of 9 undercrossings on the South Santiam Jct.-Lane County Line Section of Pacific Highway in Linn County was completed by the contractor, Hamilton & Thoma, Inc., on September 19, 1960, and was formally accepted by the Highway Commission on September 29, 1960.

Final payment in the amount of $32,668.49 will be released to the contractor on or after November 14, 1960. The total contract amount is $554,583.55, of which amount $130.16 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent as your company appears as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

cc: Seaboard Surety Co.,
100 William Street
New York 38, N. Y.

Contract 5363 A

RECEIVED
1959
FILING

Monthly Transaction No. 12-41	Form 2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e Oregon
Project Report No. I 5-4 (27) 212 5363	**FEDERAL-AID PROJECT AGREEMENT**	County Linn
		Project No. I-5-4(27)212

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Lebanon Road to Bond Butte Road on U.S. 99.**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-6-58	0.0
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 617,510.00	$ 570,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By Forrest Cooper
Deputy State Highway Engineer
(title)

By ______
(title)

By ______
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By C. G. Polk
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer December 12, 1958

USComm-DC 11169

December 8, 1958

Mr. O. C. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement, signed by the Highway Commission, for the Santiam Junction-Lane County Line Section, Project No. I-5-4(27)212.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement, for the Santiam Junction-Lane County Line Section, Project No. I-5-4(27)212.

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project I-5-4(27)212

SANTIAM JUNCTION-LANE COUNTY LINE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 13, 1958

ALTERNATE "A"

Type Code X721
Corvallis-Lebanon Rd. U'xing (Br. #8229)(Sta. 1379+10.41)(Contract No. 5363)

Structural Excavation	360	cu. yds.	$ 4.00	$ 1,440.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Treated Timber Piling	2,640	lin. ft.	1.25	3,300.00
Drive Timber Piles	110	only	30.00	3,300.00
Furnish Concrete Piling	800	lin. ft.	4.00	3,200.00
Drive Concrete Piles	16	only	40.00	640.00
Class "A" Concrete	851	cu. yds.	62.00	52,762.00
Metal Reinforcement	222,600	lbs.	.12	26,712.00
Concrete Slab Riprap	440	sq. yds.	7.00	3,080.00
8-inch Metal Drain Pipe	240	lin. ft.	3.00	720.00
				$ 95,404.00

Type Code X721
Tangent-Lebanon Rd. U'xing (Br. #8230)(Sta. 1431+94.31)(Contract No. 5363)

Structural Excavation	190	cu. yds.	$ 4.00	$ 760.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Treated Timber Piling	1,508	lin. ft.	1.25	1,885.00
Drive Timber Piles	58	only	30.00	1,740.00
Furnish Concrete Piling	400	lin. ft.	4.00	1,600.00
Drive Concrete Piles	8	only	40.00	320.00
Class "A" Concrete	465	cu. yds.	62.00	28,830.00
Metal Reinforcement	123,000	lbs.	.12	14,760.00
Concrete Slab Riprap	215	sq. yds.	7.00	1,505.00
8-inch Metal Drain Pipe	220	lin. ft.	3.00	660.00
				$ 52,310.00

Type Code X721
Sand Ridge Road U'xing (Br. #8231)(Sta. 1564+52)(Contract No. 5363)

Structural Excavation	190	cu. yds.	$ 4.00	$ 760.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Treated Timber Piling	1,624	lin. ft.	1.25	2,030.00
Drive Timber Piles	58	only	30.00	1,740.00
Furnish Concrete Piling	440	lin. ft.	4.00	1,760.00
Drive Concrete Piles	8	only	40.00	320.00
Class "A" Concrete	468	cu. yds.	62.00	29,016.00
Metal Reinforcement	123,400	lbs.	.12	14,808.00
Concrete Slab Riprap	215	sq. yds.	7.00	1,505.00
8-inch Metal Drain Pipe	220	lin. ft.	3.00	660.00
				$ 52,849.00

Type Code X721
Boston Mill Road U'xing (Br. #8254)(Sta. 1722+63.64)(Contract No. 5363)

STructural Excavation	190	cu. yds.	$ 4.00	$ 760.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Treated Timber Piling	1,936	lin. ft.	1.25	2,420.00
Drive Timber Piles	58	only	30.007	1,740.00
Furnish Concrete Piling	460	lin. ft.	4.00	1,840.00
Drive Concrete Piles	8	only	40.00	320.00
Class "A" Concrete	470	cu. yds.	62.00	29,140.00
Metal Reinforcement	123,900	lbs.	.12	14,868.00
Concrete Slab Riprap	215	sq. yds.	7.00	1,505.00
8-inch Metal Drain Pipe	220	lin. ft.	3.00	660.00
				$ 53,503.00

Type Code X721
Line West Road U'xing (Br. #8253)(Sta. 1854+87.08)(Contract No. 5363)

Strustural Excavation	190	cu. yds.	$ 4.00	$ 760.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Treated Timber Piling	1,508	lin. ft.	1.25	1,885.00
Drive Timber Piles	58	only	30.00	1,740.00
Furnish Concrete Piling	360	lin.ft.	4.00	1,440.00
Drive Concrete Piles	8	only	40.00	320.00
Class "A" Concrete	476	cu. yds.	62.00	29,512.00
Metal Reinforcement	124,900	lbs.	.12	14,988.00
Concrete Slab Riprap	215	sq. yds.	7.00	1,505.00
8-inch Metal Drain Pipe	220	lin. ft.	3.00	660.00
				$ 53,060.00

Type Code X721
County Road U'xing (Br. #8237)(Sta. 1897+09.70)(Contract No. 5363)

Structural Excavation	190	cu. yds.	$ 4.00	$ 760.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Treated Timber Piling	1,624.	lin. ft.	1.25	2,030.00
Drive Timber Piles	58	only	30.00	1,740.00
Furnish Concrete Piling	440	lin.ft.	4.00	1,760.00
Drive Concrete Piles	8	only	40.00	320.00
Class "A" Concrete	472	cu. yds.	62.00	29,264.00
Metal Reinforcement	123,500	lbs.	.12	14,820.00
Concrete Slab Riprap	215	sq. yds.	7.00	1,505.00
8-inch Metal Drain Pipe	220	lin. ft.	3.00	660.00
				$ 53,109.00

Type Code X721
Kelsey-Sweet Home Road U'xing (Br. #8252)(Sta. 1987+47.89)(Contract No. 5363)

Structural Excavation	360	cu. yds.	$ 4.00	$ 1,440.00
Furnish and Drive Test Pile	1	only	250.00	250.00
Furnish Treated Timber Piling	3,080	lin. ft.	1.25	3,850.00
Drive Timber Piles	110	only	30.00	3,300.00
Furnish Concrete Piling	440	lin.ft.	4.00	1,760.00
Drive Concrete Piles	16	only	40.00	640.00
Class "A" Concrete	851	cu. yds.	62.00	52,762.00
Metal Reinforcement	222,400	lbs.	.12	26,688.00
Concrete Slab Riprap	440	sq. yds.	7.00	3,080.00
8-inch Metal Drain Pipe	240	lin. ft.	3.00	720.00
				$ 94,490.00

Type Code X721
Lake Creek-Brownsville Road U'xing (Br. #8242)(Sta. 2093+67.00)(Contract No. 5363)

Structural Excavation	190 cu. yds.	$ 4.00	$ 760.00
Furnish and Drive Test Pile	1 only	250.00	250.00
Furnish Treated Timber Piling	1,856 lin. ft.	1.25	2,320.00
Drive Timber Piles	58 only	30.00	1,740.00
Furnish Concrete Piling	440 lin. ft.	4.00	1,760.00
Drive Concrete Piles	8 only	40.00	320.00
Class "A" Concrete	468 cu. yds.	62.00	29,016.00
Metal Reinforcement	123,500 lbs.	.12	14,820.00
Concrete Slab Riprap	215 sq. yds.	7.00	1,505.00
8-inch Metal Drain Pipe	220 lin. ft.	3.00	660.00
			$53,151.00

Type Code X721
Bond Butte Road U'xing (Br. #8243)(Sta. 2225+94.94)(Contract No. 5363)

Structural Excavation	190 cu. yds.	$ 4.00	$ 760.00
Furnish and Drive Test Pile	1 only	250.00	250.00
Furnish Treated Timber Piling	1,624 lin. ft.	1.25	2,030.00
Drive Timber Piles	58 only	30.00	1,740.00
Furnish Concrete Piling	440 lin. ft.	4.00	1,760.00
Drive Concrete Piles	8 only	40.00	320.00
Class "A" Concrete	460 cu. yds.	62.00	29,140.00
Metal Reinforcement	123,600 lbs.	.12	14,832.00
Concrete Slab Riprap	215 sq. yds.	7.00	1,505.00
8-inch Metal Drain Pipe	220 lin. ft.	3.00	660.00
			$ 52,997.00

	Alternate "A" Subtotal	$560,873.00
Flagging (57½% of Contractors Cost)	All Required	500.00
	Subtotal	$561,373.00
	10% Engr. & Cont.	56,137.30
	Total	$617,510.30

Length of 9 Structures. . . . . 0.000 miles

Federal Funds	$570,000.00
State Funds..	47,510.30
	$617,510.30

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project I-5-4(27)212

SANTIAM JUNCTION-LANE COUNTY LINE SECTION
OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 16, 1958

ALTERNATE "A"

Type Code X221
Corvallis-Lebanon Road U'xing (Br. #8229)(Sta. 1379+10.41)

Structural Excavation	360 cu. yds.	$ 10.00	$ 3,600.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	2,640 lin. ft.	1.40	3,696.00
Drive Timber Piles	110 only	60.00	6,600.00
Furnish Concrete Piling	800 lin. ft.	4.75	3,800.00
Drive Concrete Piles	16 only	70.00	1,120.00
Class "A" Concrete	851 cu. yds.	75.00	63,825.00
Metal Reinforcement	222,600 lbs.	.13	28,938.00
Concrete Slab Riprap	440 sq. yds.	8.00	3,520.00
8-inch Metal Drain Pipe	240 lin. ft.	4.50	1,080.00
			$116,479.00

Type Code X221
Tangent-Lebanon Road U'xing (Br. #8230)(Sta. 1431+94.31)

Structural Excavation	190 cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	1,508 lin. ft.	1.40	2,111.20
Drive Timber Piles	58 only	60.00	3,480.00
Furnish Concrete Piling	400 lin. ft.	4.75	1,900.00
Drive Concrete Piles	8 only	70.00	560.00
Class "A" Concrete	465 cu. yds.	75.00	34,875.00
Metal Reinforcement	123,000 lbs.	.13	15,990.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$63,826.20

Type Code X221
Sand Ridge Road U'xing (Br. #8231)(Sta. 1564+52)

Structural Excavation	190 cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	1,624 lin. ft.	1.40	2,273.60
Drive Timber Piles	58 only	60.00	3,480.00
Furnish Concrete Piling	440 lin. ft.	4.75	2,090.00

Drive Concrete Piles	8 only	$70.00	$ 560.00
Class "A" Concrete	468 cu. yds.	75.00	35,100.00
Metal Reinforcement	123,400 lbs.	.13	16,042.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$64,455.60

Type Code X221
Boston Hill Road U'xing (Br. #8254)(Sta. 1722+63.64)

Structural Excavation	190 cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	1,936 lin. ft.	1.40	2,710.40
Drive Timber Piles	58 only	60.00	3,480.00
Furnish Concrete Piling	460 lin. ft.	4.75	2,185.00
Drive Concrete Piles	8 only	70.00	560.00
Class "A" Concrete	470 cu. yds.	75.00	35,250.00
Metal Reinforcement	123,900 lbs.	.13	16,107.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$65,202.40

Type Code X221
Linn West Road U'xing (Br. #8253)(Sta. 1854+87.08)

Structural Excavation	190 cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	1,508 lin. ft.	1.40	2,111.20
Drive Timber Piles	58 only	60.00	3,480.00
Furnish Concrete Piling	360 lin. ft.	4.75	1,710.00
Drive Concrete Piles	8 only	70.00	560.00
Class "A" Concrete	476 cu. yds.	75.00	35,700.00
Metal Reinforcement	124,900 lbs.	.13	16,237.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$64,708.20

Type Code X221
County Road U'xing (Br. #8237)(Sta. 1897+09.70)

Structural Excavation	190 cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	1,624 lin. ft.	1.40	2,273.60
Drive Timber Piles	58 only	60.00	3,480.00
Furnish Concrete Piling	440 lin. ft.	4.75	2,090.00
Drive Concrete Piles	8 only	70.00	560.00
Class "A" Concrete	472 cu. yds.	75.00	35,400.00
Metal Reinforcement	123,500 lbs.	.13	16,055.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$64,768.60

Drive Concrete Piles	8 only	$70.00	$ 560.00
Class "A" Concrete	468 cu. yds.	75.00	35,100.00
Metal Reinforcement	123,400 lbs.	.13	16,042.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$64,455.60

Type Code X221
Boston Mill Road U'xing (Br. #8254)(Sta. 1722+63.64)

Structural Excavation	190 cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	1,936 lin. ft.	1.40	2,710.40
Drive Timber Piles	58 only	60.00	3,480.00
Furnish Concrete Piling	460 lin. ft.	4.75	2,185.00
Drive Concrete Piles	8 only	70.00	560.00
Class "A" Concrete	470 cu. yds.	75.00	35,250.00
Metal Reinforcement	123,900 lbs.	.13	16,107.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$65,202.40

Type Code X221
Linn West Road U'xing (Br. #8253)(Sta. 1854+87.08)

Structural Excavation	190 cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	1,508 lin. ft.	1.40	2,111.20
Drive Timber Piles	58 only	60.00	3,480.00
Furnish Concrete Piling	360 lin. ft.	4.75	1,710.00
Drive Concrete Piles	8 only	70.00	560.00
Class "A" Concrete	476 cu. yds.	75.00	35,700.00
Metal Reinforcement	124,900 lbs.	.13	16,237.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$64,708.20

Type Code X221
County Road U'xing (Br. #8237)(Sta. 1897+09.70)

Structural Excavation	190 cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	1,624 lin. ft.	1.40	2,273.60
Drive Timber Piles	58 only	60.00	3,480.00
Furnish Concrete Piling	440 lin. ft.	4.75	2,090.00
Drive Concrete Piles	8 only	70.00	560.00
Class "A" Concrete	472 cu. yds.	75.00	35,400.00
Metal Reinforcement	123,500 lbs.	.13	16,055.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$64,768.60

Type Code X221
Halsey-Sweethome Road U'xing (Br. #8252)(Sta. 1987+47.89)

Structural Excavation	360	cu. yds.	$ 10.00	$ 3,600.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	3,080	lin. ft.	1.40	4,312.00
Drive Timber Piles	110	only	60.00	6,600.00
Furnish Concrete Piling	440	lin. ft.	4.75	2,090.00
Drive Concrete Piles	16	only	70.00	1,120.00
Class "A" Concrete	851	cu. yds.	75.00	63,825.00
Metal Reinforcement	222,400	lbs.	.13	28,912.00
Concrete Slab Riprap	440	sq. yds.	8.00	3,520.00
8-inch Metal Drain Pipe	240	lin. ft.	4.50	1,080.00
				$115,359.00

Type Code X221
Lake Creek-Brownsville Road U'xing (Br. #8242)(Sta. 2093+67.00)

Structural Excavation	190	cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,856	lin. ft.	1.40	2,598.40
Drive Timber Piles	58	only	60.00	3,480.00
Furnish Concrete Piling	440	lin. ft.	4.75	2,090.00
Drive Concrete Piles	8	only	70.00	560.00
Class "A" Concrete	468	cu. yds.	75.00	35,100.00
Metal Reinforcement	123,500	lbs.	.13	16,055.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$64,793.40

Type Code X221
Bond Butte Road U'xing (Br. #8243)(Sta. 2225+94.94)

Structural Excavation	190	cu. yds.	$ 10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,624	lin. ft.	1.40	2,273.60
Drive Timber Piles	58	only	60.00	3,480.00
Furnish Concrete Piling	440	lin. ft.	4.75	2,090.00
Drive Concrete Piles	8	only	70.00	560.00
Class "A" Concrete	470	cu. yds.	75.00	35,250.00
Metal Reinforcement	123,600	lbs.	.13	16,068.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$64,631.60

Alternate "A" Subtotal $684,224.00

ALTERNATE "B"

Type Code X281
Corvallis-Lebanon Road U'xing (Br. #8229)(Sta. 1379+10.41)

Structural Excavation	450	cu. yds.	$ 10.00	$ 4,500.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	4,440	lin. ft.	1.40	6,216.00
Drive Timber Piles	150	only	60.00	9,000.00
Class "A" Concrete	633	cu. yds.	75.00	47,475.00
Class "A-A" Concrete	314	cu. yds.	80.00	25,120.00
Metal Reinforcement	126,500	lbs.	.135	17,077.50
Prestressed Reinforcement and Prestressing	All	Required		30,825.00
Concrete Slab Riprap	440	sq. yds.	8.00	3,520.00
8-inch Metal Drain Pipe	240	lin. ft.	4.50	1,080.00
				$145,113.50

Type Code X281
Tangent-Lebanon Road U'xing (Br. #8230)(Sta. 1431+94.31)

Structural Excavation	240	cu. yds.	$ 10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,408	lin. ft.	1.40	3,371.20
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	73,500	lbs.	.135	9,922.50
Prestressing Reinforcement and Prestressing	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$81,808.70

Type Code X281
Sand Ridge Road U'xing (Br. #8231)(Sta. 1564+52.00)

Structural Excavation	240	cu. yds.	$ 10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,624	lin. ft.	1.40	3,673.60
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	73,500	lbs.	.135	9,922.50
Prestressing Reinforcement and Prestressing	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain	220	lin. ft.	4.50	990.00
				$82,111.10

Type Code X281
Boston Mill Road U'xing (Br. #8254)(Sta. 1722+63.63)

Structural Excavation	240 cu. yds.	$ 10.00	$ 2,400.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	2,986 lin. ft.	1.40	4,180.40
Drive Timber Piles	78 only	60.00	4,680.00
Class "A" Concrete	345 cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165 cu. yds.	80.00	13,200.00
Metal Reinforcement	73,500 lbs.	.135	9,922.50
Prestressing Reinforcement and Prestressing	All Required		19,350.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$82,617.90

Type Code X281
Linn West Road U'xing (Br. #8253)(Sta. 1854+87.08)

Structural Excavation	240 cu. yds.	$ 10.00	$ 2,400.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	2,408 lin. ft.	1.40	3,371.20
Drive Timber Piles	78 only	60.00	4,680.00
Class "A" Concrete	345 cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165 cu. yds.	80.00	13,200.00
Metal Reinforcement	73,500 lbs.	.135	9,922.50
Prestressing Reinforcement and Prestressing	All Required		19,350.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$81,808.70

Type Code X281
County Road U'xing (Br. #8237)(Sta. 1897+09.70)

Structural Excavation	240 cu. yds.	$ 10.00	$ 2,400.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	2,624 lin. ft.	1.40	3,673.60
Drive Timber Piles	78 only	60.00	4,680.00
Class "A" Concrete	345 cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165 cu. yds.	80.00	13,200.00
Metal Reinforcement	73,500 lbs.	.135	9,922.50
Prestressing Reinforcement and Prestressing	All Required		19,350.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$82,111.10

Type Code X281
Halsey-Sweet Home Road U'xing (Br. #8252)(Sta. 1987+47.89)

Structural Excavation	450 cu. yds.	$ 10.00	$ 4,500.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	5,080 lin. ft.	1.40	7,112.00
Drive Timber Piles	150 only	60.00	9,000.00
Class "A" Concrete	633 cu. yds.	75.00	47,475.00
Class "A-A" Concrete	314 cu. yds.	80.00	25,120.00
Metal Reinforcement	126,500 lbs.	.135	17,077.50
Prestressing Reinforcement and Prestressing	All Required		30,825.00
Concrete Slab Riprap	440 sq. yds.	8.00	3,520.00
8-inch Metal Drain Pipe	240 lin. ft.	4.50	1,080.00
			$146,009.50

Type Code X281
Lake Creek-Brownsville Road U'xing (Br. #8242)(Sta. 2093+76.00)

Structural Excavation	240 cu. yds.	$ 10.00	$ 2,400.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	2,856 lin. ft.	1.40	3,998.40
Drive Timber Piles	78 only	60.00	4,680.00
Class "A" Concrete	345 cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165 cu. yds.	80.00	13,200.00
Metal Reinforcement	73,500 lbs.	.135	9,922.50
Prestressing Reinforcement and Prestressing	All Required		19,350.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$82,435.90

Type Code X281
Bond Buttle Road U'xing (Br. #8243)(Sta. 2225+94.94)

Structural Excavation	240 cu. yds.	$ 10.00	$ 2,400.00
Furnish and Drive Test Pile	1 only	300.00	300.00
Furnish Treated Timber Piling	2,624 lin. ft.	1.40	3,673.60
Drive Timber Piles	78 only	60.00	4,680.00
Class "A" Concrete	345 cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165 cu. yds.	80.00	13,200.00
Metal Reinforcement	73,500 lbs	.135	9,922.50
Prestressing Reinforcement and Prestressing	All Required		19,350.00
Concrete Slab Riprap	215 sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220 lin. ft.	4.50	990.00
			$82,111.10

Alternate "B" Subtotal $866,127.50

Using Alternate "A" Subtotal		$684,224.00
Flagging (57½% of Contractor's Cost)	All Required	500.00
	Subtotal	$684,724.00
	10% Engr. & Cont.	68,472.40
	Total	$753,196.40

Length of 9 Structures 0.000 Mile

Federal Funds	$695,000.00
State Funds	58,196.40
	$753,196.40

Oregon State Highway Department

Federal Aid
Project I-5-4(27)212

SANTIAM JUNCTION-LANE COUNTY LINE SECTION

OF THE PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 1, 1958

ALTERNATE "A"

Type Code X221
Corvallis-Lebanon Rd. U'xing (Br. #8229)(Sta. 1379+10.41)

Structural Excavation	360	cu. yds.	$10.00	$ 3,600.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,640	lin. ft.	1.40	3,696.00
Drive Timber Piles	110	only	60.00	6,600.00
Furnish Concrete Piling	800	lin. ft.	4.75	3,800.00
Drive Concrete Piles	16	only	70.00	1,120.00
Class "A" Concrete	865	cu. yds.	75.00	64,875.00
Metal Reinforcement	222,600	lbs.	0.13	28,938.00
Concrete Slab Riprap	440	sq. yds.	8.00	3,520.00
8-inch Metal Drain Pipe	240	lin. ft.	4.50	1,080.00
				$117,529.00

Type Code X221
Tangent-Lebanon Rd. U'xing (Br. #8230)(Sta. 1431+94.31)

Structural Excavation	190	cu. yds.	$10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,508	lin. ft.	1.40	2,111.20
Drive Timber Piles	58	only	60.00	3,480.00
Furnish Concrete Piling	400	lin. ft.	4.75	1,900.00
Drive Concrete Piles	8	only	70.00	560.00
Class "A" Concrete	472	cu. yds.	75.00	35,400.00
Metal Reinforcement	123,000	lbs.	0.13	15,990.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 64,351.20

Type Code X221
Sand Ridge Road U'xing (Br. #8231)(Sta. 1564+52)

Structural Excavation	190	cu. yds.	$10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,624	lin. ft.	1.40	2,273.60
Drive Timber Piles	58	only	60.00	3,480.00
Furnish Concrete Piling	440	lin. ft.	4.75	2,090.00
Drive Concrete Piles	8	only	70.00	560.00
Class "A" Concrete	475	cu. yds.	75.00	35,625.00
Metal Reinforcement	123,400	lbs.	0.13	16,042.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 64,980.60

Type Code X221
Boston Mill Road U'xing (Br. #8254)(Sta. 1722+63.64)

Structural Excavation	190	cu. yds.	$10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,936	lin. ft.	1.40	2,710.40
Drive Timber Piles	58	only	60.00	3,480.00

Furnish Concrete Piling	460	lin. ft.	$4.75	$ 2,185.00
Drive Concrete Piles	8	only	70.00	560.00
Class "A" Concrete	477	cu. yds.	75.00	35,775.00
Metal Reinforcement	123,900	lbs.	0.13	16,107.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 65,727.40

Type Code X221
Linn West Road U'xing (Br. #8253)(Sta. 1854+87.08)

Structural Excavation	190	cu. yds.	$10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,508	lin. ft.	1.40	2,111.20
Drive Timber Piles	58	only	60.00	3,480.00
Furnish Concrete Piling	360	lin. ft.	4.75	1,710.00
Drive Concrete Piles	8	only	70.00	560.00
Class "A" Concrete	483	cu. yds.	75.00	36,225.00
Metal Reinforcement	124,900	lbs.	0.13	16,237.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 65,233.20

Type Code X221
County Road U'xing (Br. #8237)(Sta. 1897+09.70)

Structural Excavation	190	cu. yds.	$10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,624	lin. ft.	1.40	2,273.60
Drive Timber Piles	58	only	60.00	3,480.00
Furnish Concrete Piling	440	lin. ft.	4.75	2,090.00
Drive Concrete Piles	8	only	70.00	560.00
Class "A" Concrete	479	cu. yds.	75.00	35,925.00
Metal Reinforcement	123,500	lbs.	0.13	16,055.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 65,293.60

Type Code X221
Halsey-Sweethome Road U'xing (Br. #8252)(Sta. 1987+47.89)

Structural Excavation	360	cu. yds.	$10.00	$ 3,600.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	3,080	lin. ft.	1.40	4,312.00
Drive Timber Piles	110	only	60.00	6,600.00
Furnish Concrete Piling	440	lin. ft.	4.75	2,090.00
Drive Concrete Piles	16	only	70.00	1,120.00
Class "A" Concrete	865	cu. yds.	75.00	64,875.00
Metal Reinforcement	222,400	lbs.	0.13	28,912.00
Concrete Slab Riprap	440	sq. yds.	8.00	3,520.00
8-inch Metal Drain Pipe	240	lin. ft.	4.50	1,080.00
				$116,409.00

Type Code X221
Lake Creek-Brownsville Road U'xing (Br. #8242)(Sta. 2093+67.00)

Structural Excavation	190	cu. yds.	$10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,856	lin. ft.	1.40	2,598.40
Drive Timber Piles	58	only	60.00	3,480.00
Furnish Concrete Piling	440	lin. ft.	4.75	2,090.00

Drive Concrete Piles	8	only	$70.00	$ 560.00
Class "A" Concrete	475	cu. yds.	75.00	35,625.00
Metal Reinforcement	123,500	lbs.	0.13	16,055.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 65,318.40

Type Code X221
Bond Butte Road U'xing (Br. #8243)(Sta. 2225+94.94)

Structural Excavation	190	cu. yds.	$10.00	$ 1,900.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	1,624	lin. ft.	1.40	2,273.60
Drive Timber Piles	58	only	60.00	3,480.00
Furnish Concrete Piling	440	lin. ft.	4.75	2,090.00
Drive Concrete Piles	8	only	70.00	560.00
Class "A" Concrete	477	cu. yds.	75.00	35,775.00
Metal Reinforcement	123,600	lbs.	0.13	16,068.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 65,156.60
		ALTERNATE "A" SUBTOTAL		$689,999.00

ALTERNATE "B"

Type Code X281
Corvallis-Lebanon Road U'xing (Br. #8229)(Sta. 1379+10.41)

Structural Excavation	450	cu. yds.	$10.00	$ 4,500.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	4,440	lin. ft.	1.40	6,216.00
Drive Timber Piles	150	only	60.00	9,000.00
Class "A" Concrete	633	cu. yds.	75.00	47,475.00
Class "A-A" Concrete	314	cu. yds.	80.00	25,120.00
Metal Reinforcement	126,500	lbs.	0.135	17,077.50
Prestressed Reinforcement and Prestressing	All	Required		30,825.00
Concrete Slab Riprap	440	sq. yds.	8.00	3,520.00
8-inch Metal Drain Pipe	240	lin. ft.	4.50	1,080.00
				$145,113.50

Type Code X281
Tangent-Lebanon Road U'xing (Br. #8230)(Sta. 1431+94.31)

Structural Excavation	240	cu. yds.	$10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,408	lin. ft.	1.40	3,371.20
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	75,000	lbs.	0.135	10,125.00
Prestressing Reinforcement and Prestressing	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 82,011.20

Type Code X281
Sand Ridge Road U'xing (Br. #8231)(Sta. 1564+52.00)

Structural Excavation	240	cu. yds.	$10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00

Furnish Treated Timber Piling	2,624	lin. ft.	$1.40	$ 3,673.60
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	75,000	lbs.	0.135	10,125.00
Prestressing Reinforcement and Prestressing	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 82,313.60

Type Code X281
Boston Mill Road U'xing (Br. #8254)(Sta. 1722+63.63)

Structural Excavation	240	cu. yds.	$10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,986	lin. ft.	1.40	4,180.40
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	75,000	lbs.	0.135	10,125.00
Prestressing Reinforcement	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 82,820.40

Type Code X281
Linn West Road U'xing (Br. #8253)(Sta. 1854+87.08)

Structural Excavation	240	cu. yds.	$10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,408	lin. ft.	1.40	3,371.20
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	75,000	lbs.	0.135	10,125.00
Prestressing Reinforcement and Prestressing	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 82,011.20

Type Code X281
County Road U'xing (Br. #8237)(Sta. 1897+09.70)

Structural Excavation	240	cu. yds.	$10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,624	lin. ft.	1.40	3,673.60
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	75,000	lbs.	0.135	10,125.00
Prestressing Reinforcement and Prestressing	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 82,313.60

Type Code X281
Halsey-Sweet Home Road U'xing (Br. #8252)(Sta. 1987+47.89)

Structural Excavation	450	cu. yds.	$10.00	$ 4,500.00
Furnish and Drive Test Pile	1	only	300.00	300.00

Furnish Treated Timber Piling	5,080	lin. ft.	$1.40	$ 7,112.00
Drive Timber Piles	150	only	60.00	9,000.00
Class "A" Concrete	633	cu. yds.	75.00	47,475.00
Class "A-A" Concrete	314	cu. yds.	80.00	25,120.00
Metal Reinforcement	126,500	lbs.	0.135	17,077.50
Prestressing Reinforcement and Prestressing	All	Required		30,825.00
Concrete Slab Riprap	440	sq. yds.	8.00	3,520.00
8-inch Metal Drain Pipe	240	lin. ft.	4.50	1,080.00
				$146,009.50

Type Code X281
Lake Creek-Brownsville Road U'xing (Br. #8242)(Sta. 2093+76.00)

Structural Excavation	240	cu. yds.	$10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,856	lin. ft.	1.40	3,998.40
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	75,000	lbs.	0.135	10,125.00
Prestressing Reinforcement and Prestressing	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 82,638.40

Type Code X281
Bond Butte Road U'xing (Br. #8243)(Sta. 2225+94.94)

Structural Excavation	240	cu. yds.	$10.00	$ 2,400.00
Furnish and Drive Test Pile	1	only	300.00	300.00
Furnish Treated Timber Piling	2,624	lin. ft.	1.40	3,673.60
Drive Timber Piles	78	only	60.00	4,680.00
Class "A" Concrete	345	cu. yds.	75.00	25,875.00
Class "A-A" Concrete	165	cu. yds.	80.00	13,200.00
Metal Reinforcement	75,000	lbs.	0.135	10,125.00
Prestressing Reinforcement and Prestressing	All	Required		19,350.00
Concrete Slab Riprap	215	sq. yds.	8.00	1,720.00
8-inch Metal Drain Pipe	220	lin. ft.	4.50	990.00
				$ 82,313.60

	SUBTOTAL ALTERNATE "B"	$867,545.00
	Using Alternate "A" Subtotal	$689,999.00
Flagging (57½% of Contractor's Cost)	All Required	500.00
	Subtotal	$690,499.00
	10% Engr. & Cont.	69,049.90
	Total	$759,548.90

Length of 9 Structures 0.000 Mile

Federal Funds	$701,000.00
State Funds	48,548.90
	$759,548.90

RECEIVED
NOV 26 1958

FOR FILING

5363

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 26, 1958

Hamilton and Thoms, Inc.
Box 726
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5363, awarded Oct. 23, 1958, for undercrossing structures on the South Santiam Junction-Lane County Line Section of the Pacific Highway in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

RECEIVED
OCT 27 1958
FOR FILING

[illegible]

[illegible]

October 24, 1958

Hamilton & Thoms, Inc.
P. O. Box 726
Eugene, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, awarded to you State Highway Contract No. 5363 for undercrossing structures on the South Santiam Junction-Lane County Line Section of the Pacific Highway in Linn County.

This award was based on your bid of $360,873 00 under Alternate "A", which was the low bid submitted to the Commission on October 21, 1958, for this project. Contract forms will be sent to you for execution within the next few days.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
OCT 8 1958
FOR FILING

I-5-4(27)212

When replying, refer to
08-35.4

5363

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. and E. Documents for Oregon Project I-5-4(27)212, nine undercrossing structures, Lebanon Road-Bond Butte Road Section on the Pacific Highway.

This is to authorize your advertising for bids.

Very truly yours,

C. G. Polk
Division Engineer

Original to
Mr. Merchant

OTED
SON

DS-407(1) Dry Cr. Br. Sec. of Long 1958
Hollow Rd. (FAS 708)
#5364

RECEIVED

FOR FILING

A

OREGON STATE HIGHWAY DEPARTMENT
(date)

October 6, 1959

5364			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5364	8 Final	Erick Enquist	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
24465	62700	$ 2,866.73	10-5-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: **150 workdays from November 6, 1958**

Time Extensions: **None of record**

Completion Date: **May 28, 1959**

Date Accepted: **July 2, 1959**

Penalties: **None of record**

Claims: **None of record**

Remarks:

Date: **October 6, 1959**

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: OCT 8 1959

NOTED ON CARD
EC

RECEIVED
SEP 30 1959
FOR FILING
[illegible]
5364

September 28, 1959

Mr. Erick Enquist
P. O. Box 1881
Troutdale, Oregon

Dear Mr. Enquist:

Reference is made to our letter of September 15 pertaining to the settlement of your Contract No. 5364 for the bridge and grading project on the Dry Creek Bridge Section of the Long Hollow Road in Wasco County.

Final payment on this job in the amount of $2,866.73 is now being processed in our Accounting Division. Payment will be made on or after October 8, 1959.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

RECEIVED
SEP 28 1959
FOR FILING
SS 4070(1)
5364

September 28, 1959

United Pacific Insurance Company
Fidelity & Surety Department
Medical Arts Bldg.,
Tacoma 1, Washington

Gentlemen:

State Highway contract #5364 for bridge-grading the Dry Creek Bridge on the Long Hollow Road (FAS 708) in Wasco County was completed by the contractor, Erick Enquist, on May 28, 1959, and was formally accepted by the Highway Commission on July 2, 1959.

Final payment in the amount of $2,866.73 will be released to the contractor on or after October 8, 1959. The total contract amount is $37,766.79, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

de

RECEIVED
SEP 15 1959
FOR FILING

[illegible]

5364

September 15, 1959

Mr. Erick Enquist
P. O. Box 1881
Troutdale, Oregon

Dear Mr. Enquist:

This will acknowledge receipt of your letter of September 10 pertaining to the settlement of your Contract No. 5364 for bridge and grading on the Dry Creek Bridge Section of the Long Hollow Road in Wasco County.

This contract was accepted by the State Highway Commission on July 2, 1959. Our records indicate that the last payment made on this job was Estimate No. 7 in the amount of $1,121.50, which was mailed to you on June 29, 1959.

We have conferred with our Bridge Division and they are now checking on the final status of this project. We will advise you regarding the final payment as soon as possible.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

Secretary

CWH:fp

Oregon State Highway Dept
Salem Oregon

Sept 10, 1959

Gentlemen

It seems the contract on [illegible] [illegible] Road [illegible] Creek Bridge contract No 5364 has been finished a long time without any settlement

Please be more prompt

yours very truly
Erick Engquist

Box 1531 Troutdale

RECEIVED
SEP 11 1959
OREGON
STATE HIGHWAY COMMISSION

A

RECEIVED
NOV 26 1958
FOR FILING
98-407 (1)
5364

COMMISSIONERS
M. K. McIVER
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Nov. 26, 1958

Erick Enquist
P. O. Box 1881
Troutdale, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5364, awarded Oct. 27, 1958, for bridge and grading on Dry Creek Bridge Section of Long Hollow Road (FAS 708) in Wasco County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-407(1)

DRY CREEK BRIDGE SECTION OF THE LONG HOLLOW ROAD

IN WASCO COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 12, 1958

Cost of Roadway per mile $27,969.51

Type Code [illegible]

Roadway (Sta. 6+00 to Sta. 20+10)(Contract No. 5364)

SUMMARY OF FUNDS

Clearing and Grubbing	All	Required		$ 500.00
Drainage Excavation, Unclassified	10	cu. yds.	$ 3.00	30.00
Special Borrow Excavation, Unclassified	2,000	cu. yds.	1.00	2,000.00
General Excavation, Unclassified	2,000	cu. yds.	1.25	2,500.00
Sprinkling	100	M-gals.	3.00	300.00
Finishing Roadbed and Slopes	0.25	mile	1,500.00	375.00
18-inch Corrugated Metal Pipe	125	lin. ft.	4.00	500.00
				$ 6,205.00
Flagging (57½% of Contractors Cost)	All	Required		50.00
		Subtotal		$ 6,255.00
		10% Engr. & Cont.		625.50
		Total		$ 6,880.50

Type Code X020

Dry Creek Bridge (Sta. 15+70 to Sta. 16+80)(Contract 5364)

Structural Excavation	200	cu. yds.	$ 10.00	$ 2,000.00
Class "A" Concrete	285	cu. yds.	64.00	18,240.00
Metal Reinforcement	67,100	lbs.	.125	8,387.50
		Subtotal		$ 28,627.50
		10% Engr. & Cont.		2,862.75
		Total		$ 31,490.25

Length of Roadway. . . . . 0.246 mile
Length of 1 Structure. . . . . 0.021 mile
Total Length . . . . 0.267 mile

Cost of Roadway per mile $27,969.51

SUMMARY OF FUNDS

Description	Total Cost	Federal "US" Funds	Federal "LS" Funds	State Funds	County Funds
Roadway	$ 6,880.50	$ 4,100.00	$ 880.00	$ 280.00	$1,620.50
Structure	31,490.25	18,900.00	4,020.00	1,270.00	7,300.25
	$38,370.75	$23,000.00	$4,900.00	$1,550.00	$8,920.75

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Wasco County with the Highway Dept.

[illegible] file

RECEIVED
NOV 13 1958

FOR FILING
[illegible] 497 (1)
5364

Salem, Oregon
November 6, 1958

Maint. # 389
finance # 240

FAS Project Agreements
FAS 708, Wasco County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention: John D. Graham
Office Engineer, City & County Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Wasco County covering the Dry Creek Section of FAS 708 in Wasco County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County County of Wasco County.

FORM E-20 50M 8-57—6603

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1958

SUBJECT: FAS Project Agreements
FAS 708, Wasco County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Dry Creek Bridge Section of FAS 708 in Wasco County. Two copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same section. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 19, 1958.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY [illegible]
DATE 6-19-58 Minutes, Page 38
Secretary

A

RECEIVED
NOV 7 - 1958
FOR FILING

2-1170

36-4

November 6, 1958

County Court of Wasco County
Court House
The Dalles, Oregon

Gentlemen:

We are enclosing for the records and files of Wasco County one fully executed copy each of a finance and maintenance agreement between the State Highway Commission and Wasco County covering the Dry Creek Bridge Section of FAS 708 in Wasco County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

RECEIVED
NOV 19 1958
FOR FILING

[illegible]

[illegible]

October 27, 1958

Mr. Erick Enquist
Box 747
Troutdale, Oregon

Dear Mr. Enquist:

The State Highway Commission on October 23, 1958, accepted your proposal for grading and bridge construction on the Dry Creek Bridge Section of Long Hollow Road near Dufur in Wasco County for the sum of $34,832.50 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5184.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
Pacific Builder & Engineer, Inc.
Mr. [illegible] Richards
c/o Daily Journal of Commerce
R. G. Savage (SIAC)
I. D. Merchant

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 27, 1958

Mr. Erick Enquist
Troutdale,
Oregon

Contract for grading and bridge construction on Dry Creek Bridge Section of Long Hollow Road near Dufur in Wasco County for which you submitted low bid on October 21, 1958, awarded you today Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5003-900)
Files
C. W. Head

RECEIVED

6-13-58

p

NOTE
W. C. WILL

LOCATION PROSPECTUS FOR THE DRY CREEK BRIDGE ON THE LONG HOLLOW COUNTY ROAD IN WASCO COUNTY.

DS-407(1)

5364

The following prospectus is submitted regarding the Dry Creek Bridge in Wasco County.

This will be a location survey for the purpose of preparing plans and estimates for revised location of and approaches to the Dry Creek Bridge on the Long Hollow County Road approximately one mile south of the junction with the Boyd-Dufur County Road. Total length of the project will be 0.5 miles approximately.

The present ADT is 30 and the projected ADT is 60. The truck volume is 50%.

The approaches are to be graded to a subgrade width of 30 feet. Surfacing will be provided by Wasco County.

Disposition of existing facilities will be made by the County.

See County traffic control maps for location.

June 13, 1958

cc: W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
Dean Swift (2)
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JUN 13 1958
OFFICE OF
STATE HIGHWAY ENGINEER

F-300(15) Fort Hill Truck Scale Site 1958
on Salmon River Hwy.
#5365

RECEIVED
[illegible] 1960
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

January 8, 1960

(CONTRACT NO.) F-300(15)	(EST. NO.)	(CONTRACTOR)	
5365	7 Final	Warren Northwest, Inc.	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
32386	143286	$ 5,296.41	1-8-60

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapeweske
ACCOUNTING DIVISION

Specified completion date: 60 workdays from November 6, 1958

Time Extensions: None of record

Completion Date: October 21, 1959

Date Accepted: December 16, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: January 8, 1960

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

OC

Warrant Mailed: JAN 11 1960

RECEIVED
DEC - 9 1959
FOR FILING

A

December 8, 1959

Federal Insurance Company
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

State Highway contract #5365 for grading-paving the Fort Hill Truck Scale Site on the Salmon River Highway in Polk County was completed by the contractor, Warren Northwest, Inc., on October 21, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $5,296.41 will be released to the contractor after acceptance by the Commission. The total contract amount is $30,465.28, of which amount $4,791.93 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
[illegible] 1959
FOR FILING

November 27, 1959

Federal Insurance Co.,
Rodgers Insurance Agency, Inc.,
803 Title & Trust Bldg.,
Portland 4, Oregon

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to Warren Northwest, Inc., on contract #5365 for grading-paving the Fort Hill Truck Scale Site on the Salmon River Highway in Polk County.

This payment, in the amount of $1,243.51 will be released to contractor on or after December 7, 1959. The retained percentage is $778.42.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Federal Insurance Co.,
Bonding Department
320 California St.,
San Francisco, California

Form E-1—(Rev.)—

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 23, 1959

Section	Fort Hill Truck Scales Site	Kind of work	Grading & Paving
Highway	Salmon River County Polk	Section prefix	27-1050
Contractor	Warren Northwest, Inc.	Contract number	5365
Date of contract	Oct. 27, 1959	Specified work days	60
Date work started	May 25, 1959	Work days used	57
Project authorization	$38,266.88	Per cent of time elapsed	95 %
Exclusive of engineering	$35,545.68		

Estimated cost of completed project, exclusive of engineering . . . $35,197.53

Estimated per cent overrun or underrun . . . -0- %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization $2,721.20

Engineering cost to date $2,975, 108 %

Date project was completed *Oct 21*, 1959

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
-	100	100	-	100	100	-

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

Contractor installed Sight Posts this week.

All items done and project brought to completion as of October 21, 1959.

CONSTRUCTION DIVISION
RECEIVED
OCT 26 1959
NOTED-- CE ACE ACE COE

Signed Ross M. Harris Ross M. Harris

Address Box 411, McMinnville

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.5	0.5			0.5
Miles partially completed					
Miles completed	0.5	0.5			0.5
Total estimated quantities (contract)	4,000	5,600			940
Total quantities corrected to date	3,809	5,585			905
Estimated quantities moved or placed to date	3,809	5,585			905
Average daily quantities	0	0			0
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	cloudy		
Tuesday	rain		
Wednesday	rain		
Thursday	rain		
Friday	cloudy		
Saturday			

A

RECEIVED
OCT 26 1959
FOR FILING

October 23, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 21, 1959, on Contract No. 5365, Fort Hill Truck Scale Site Section, in Polk County, in connection with Federal Aid Project No. F-300(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

DBP:bb
cc: Clarence G. Swenson

A

RECEIVED
JUL - 8 1959
FOR FILING

F 300 (15)

5365

July 6, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering the State's share of flagging costs on the Fort Hill Truck Scale Site Section of the Salmon River Highway in Polk County, Contract No. 5365, in connection with Federal Aid Project No. F-300(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

DBP:br
Enc.

A

RECEIVED
JUN - 8 1959
FOR FILING

F 300(15)

5365

June 8, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was started May 25, 1959, on Contract No. 5365, Fort Hill Truck Scale Site Section, Polk County, in connection with Federal Aid Project No. F-300(15).

Very truly yours,

W. C. Williams
State Highway Engineer

DBP:mfh

By

R. L. Porter
Office Engineer

Contract 5365

RECEIVED
DEC 15 1958
FOR FILING

Monthly Transaction No. 12-31	Form 2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	e **Oregon**
		County **Polk**
Project Report No. F-300 (15) 5	**FEDERAL-AID PROJECT AGREEMENT**	Project No. **F-300(15)**

5365

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini **Fort Hill Truck Scale Site (approx. 1 mile east of Valley Junction), on State 39.**

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering		
Rights-of-Way		
Construction	10-6-58	0.0
Other *(Specify)*		

FUNDS

Estimated total cost of project $ 28,617.00	Federal funds $ 17,700.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By ______________________
~~Deputy~~ **State Highway Engineer**
(title)

By ______________________
____
(title)

By ______________________
____
(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 12, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by the Highway Commission for the Fort Hill Truck Scale Site, Project No. F-300(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

November 19, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement, for the Fort Hill Truck Scale Site, Project No. F-300(15).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

RNC:lmw

Oregon State Highway Department

Federal Aid
Project No. F-300(15)

FORT HILL TRUCK SCALE SITE ON THE SALMON RIVER HIGHWAY IN POLK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 6, 1958

Type Code Y050
Roadway (Sta. 52+65)(Contract No. 5365)

Drainage Excavation, Unclassified	12 cu. yds.	$ 5.00	$ 60.00
General Excavation, Unclassified	4,000 cu. yds.	.70	2,800.00
12-inch Concrete Pipe	50 lin. ft.	3.00	150.00
18-inch Concrete Pipe	70 lin. ft.	4.00	280.00
18-inch Culvert End Sections	1 only	45.00	45.00
Metal Sight Posts, Double Reflectors	20 only	4.50	90.00
Coarse Crushed Material in Base	4,800 cu. yds.	2.35	11,280.00
3/4" - 0 Material in Base	800 cu. yds.	2.50	2,000.00
Sprinkling	140 M-gal.	2.00	280.00
Preparation of Base	0.50 mile	400.00	200.00
3/4" - 0 Material in Binder Course	50 cu.yd.	6.00	300.00
RC-3 Asphalt	8 tons	60.00	480.00
Class "B" Asphaltic Concrete	940 tons	7.00	6,580.00
Asphaltic Concrete Traffic Markers	120 lin. ft.	1.00	120.00
9-inch Concrete Surfacing	110 sq.yds.	10.00	1,100.00
			$25,765.00
Flagging, (57½% of Contractor's Cost)	All Required		50.00
Signing	All Required		200.00
	Subtotal		$26,015.00
	10% Engr. & Cont.		2,601.50
	Total		$28,616.50

Length of Project. . . . . 0.000 mile

Federal Funds $17,700.00

State Funds. 10,916.50

$28,616.50

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939

State Funds for Maint.: Chap. 529, laws, 1939

Oregon State Highway Department

Federal Aid
Project No. F-300(15)

FORT HILL TRUCK SCALE SITE ON THE SALMON RIVER HIGHWAY IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 24, 1958

Type Code Y050
Roadway (Sta. 52+65)

Drainage Excavation, Unclassified	12	cu. yds.	$3.00	$ 36.00
General Excavation, Unclassified	4,000	cu. yds.	0.75	3,000.00
12-inch Concrete Pipe	50	lin. ft.	2.50	125.00
18-inch Concrete Pipe	70	lin. ft.	4.50	315.00
18-inch Culvert End Sections	1	only	50.00	50.00
Metal Sight Posts, Double Reflector	20	only	7.50	150.00
Coarse Crushed Material in Base	4,800	cu. yds.	2.25	10,800.00
3/4" - 0 Material in Base	800	cu. yds.	2.50	2,000.00
Sprinkling	140	M-gals.	3.00	420.00
Preparation of Base	0.50	mile	250.00	125.00
3/4" - 0 Material in Binder Course	50	cu. yds.	4.00	200.00
RC-3 Asphalt	8	tons	75.00	600.00
Class "B" Asphaltic Concrete	940	tons	7.50	7,050.00
Asphaltic Concrete Traffic Markers	120	lin. ft.	1.00	120.00
9-inch Concrete Surfacing	110	sq. yds.	10.00	1,100.00
				$ 26,091.00
Flagging (57½% of Contractor's Cost)	All Required			50.00
Signing	All Required			200.00
	Subtotal			$ 26,341.00
	10% Engr. & Cont.			2,634.10
		Total		$ 28,975.10

Length of Project 0.000 Mile

Federal Funds	$ 17,900.00
State Funds	11,075.10
	$ 28,975.10

FORM E-123 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
[illegible] 1958

5365

Nov. 14, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> **Contract No. 5365, awarded Oct. 27, 1958, for grading and paving on the Fort Hill Truck Scale Site Section of the Salmon River Highway in Polk County.**

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

FORM 2-123 5M 4-56

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
NOV 17 1958
FOR FILING

5365

Nov. 14, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

Contract No. 5365, awarded Oct. 27, 1958, for grading and paving on the Fort Hill Truck Scale Site Section of the Salmon River Highway in Polk County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

RECEIVED
NOV 10 1958
FOR FILING

October 27, 1958

Warren Northwest, Inc.
P. O. Box 5072
Portland, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958 accepted your proposal for grading and paving of access road at Fort Hill Truck Scale Site on Salmon River Highway in Polk County for the sum of $25,765.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5365.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

rj
cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)

Pacific Builder & Engineer, Inc. Att: Dorothy McCormack, Seattle, Wn.

Lowell Richards, Daily Journal of Commerce, Seattle, Wn.

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired, otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired, otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
October 27, 1958

Warren Northwest, Inc.
9860 N. E. Hancock Drive
Portland, Oregon

Contract for Fort Hill Truck Scale Site on Salmon River Highway, Polk County for which you submitted low bid on October 21, 1958 awarded you today. Contract forms follow shortly.

H. B. Glaisyer, Secretary
OREGON STATE HIGHWAY COMM.

cc: Confirmation
Accounting
Files ✓
C. W. Head

RECEIVED
OCT 30 1958
~~FOR~~ FILING
OREGON DISTRICT
F 300 (15)
5365

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

When replying, refer to
08-35.4-0

October 27, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in your letter of today advising that all rights-of-entry have been acquired for Oregon Project F-300(15), Fort Hill Truck Scale Site Grading and Paving, we hereby concur as of this date in award of contract No. 5365 to Warren Northwest, Inc. of Portland, Oregon, low bidder in the amount of $25,765.00 at the October 21, 1958 bid opening.

Very truly yours,

C G Polk
C. G. Polk
Division Engineer

NOTED
S. H. PROBERT

NOTED
FORREST COOPER

RECEIVED
OCT 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 2[illegible] 1958
FOR FILING

[illegible]

5[illegible]

October 27, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

Your concurrence as of today is requested in the award of contract for the Fort Hill Truck Scale Site Grading and Paving Project on the Salmon River Highway in Polk County, Project F-300(15), to Warren Northwest, Inc. of Portland, Oregon, on the basis of the bid of $25,765.00 submitted on October 21, 1958.

All rights of entry required for this contract are acquired.

Very truly yours,

W. C. Williams
State Highway Engineer

By

S. H. Probert
Office Engineer

VGO'N:lmw

RECEIVED
OCT 7 1958
FOR FILING

File

F-300(15)

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

5365

When replying, refer to
08-35.4

October 6, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the plans, specifications and estimate for Oregonproject No. F-300(15), Fort Hill Truck scale site on the Salmon River Highway in Polk county.

This is to authorize your advertising for bids.

Concurrence in award of contract will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

C G Polk

C. G. Polk
Division Engineer

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AUG 1 1958
FOR FILING

T 300 [illegible]

5365

Salem, Oregon
July 31, 1958

Mr. Tom Edwards
Construction Engineer
Office

Herewith is survey data as listed on an attached copy of a letter from G. W. Ross, in regard to the proposed Fort Hill truck scale on the Salmon River Highway.

Will you kindly work up this project for contracting at an early date.

P. M. Stephenson
Assistant State Highway Engineer

PMS:er

Enclosure

cc Mr. I. A. De France

FORM E-30X—37,500—9-55—94698

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1958

SUBJECT:

To:
Mr. I. A. DeFrance
Maintenance Engineer
Department

Attention: Mr. E. F. Chidsey
Assistant Maint. Engineer

I am transmitting herewith the following survey data for the proposed Fort Hill Truck Scale located at M. P. 22.7 on the Salmon River Highway:

2 - Sheets of Plan-Profile
1 - Book Field Notes
1 - Roll Cross-sections
1 - Roll Miscellaneous Data
3 - Sheets Computations
3 - Sets Special Provisions including estimate

It is urgent that this project be contracted at as early a date as possible. The new by-pass road from Wallace Bridge to Sheridan has practically nullified our Willamina Scale except for local traffic.

This installation has been discussed with Mr. Stephenson but I assume it will go through his office for final approval.

GWRoss

G. W. Ross
Assistant Director of Permits

GWR:cl

cc - P. M. Stephenson
Tom Edwards
C. C. Deyo

RECEIVED
JUL 28 1958
OFFICE OF
STATE HIGHWAY ENGINEER

DS-105(3) Rock Cr. and Mill Cr. 1958
DS-176(4) Bridges
#5366

NOTED
V. R. JONES

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

December 31, 1959

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

Final costs are now available for the Rock and Mill Creek Bridges on FAS 150 and 584. As shown in the attached cost statement, a refund of $4,541.92 is due the county in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: I. M. Huddleston, Co. Engr.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER [illegible]

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
[illegible]	[illegible]		[illegible]

Contract 5366
DL-105(3) + DL-176(4)

[illegible]
[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]			
[illegible]			[illegible]
[illegible]			[illegible]
[illegible]			[illegible]

NOTED
C. G. SWENSON

NOTED
Harold C. [illegible]

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $ ________________

By ________________________________

A 150X (REVISED 12-59)

Completed 8/18/59

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF FINAL COSTS

County Lincoln Contract No. 5366 Date 12/31/59

FAS 150 & 564 Section Rock and Mill Creek Bridges

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation				$46,910.80
Construction engineering.				2,267.28
TOTAL CONSTRUCTION COSTS				$49,178.08

FEDERAL FUNDS COLLECTED FOR PROJECT. . . .

"ES" Funds $24,500.00

"LS" Funds 5,000.00

TOTAL $29,500.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of costs over $33,000
$49,178.08 - $33,000 .... $16,178.08

50% of difference between $33,000 and federal funds
($33,000 - $29,500) X 1/2 .... 1,750.00

TOTAL $17,928.08

County Advance Deposit	$22,470.00
Less County Share	17,928.08
REFUND DUE COUNTY.....	$ 4,541.92

JFH:sm

Item	Unit	Unit Prices	Total Quan.	Total Amount
[illegible] CREEK BRIDGE (NO. 12111A):				
1. Furnish treated timber piling	l.f.	2.00	750	1,[illegible]
2. Drive timber piles	each	70.00	30	2,1[illegible]
3. Class "A" concrete	c.y.	70.00	181	[illegible]
4. Metal reinforcement	lb.	.13	30,000	4,[illegible]
5. Treated timber in place	M/FBM	400.00	4.113	[illegible]
6. [illegible]" metal drain pipe	l.f.	6.00	62	[illegible]
MILL CREEK BRIDGE (NO. 12127A):				
7. Remove old bridge and provide for traffic	all	3000.00	all	3,000.00
8. Furnish timber piling	l.f.	2.00	1,280	2,5[illegible]0.00
9. Furnish treated timber piling	l.f.	2.00	780	1,[illegible].00
10. Drive timber piles	each	100.00	25	2,[illegible]
11. Class "A" concrete	c.y.	100.00	92	9,200.00
12. Metal reinforcement	lb.	.13	37,000	4,81[illegible]
13. Treated timber in place	M/FBM	400.00	5.534	2,2[illegible]
			Total	46,910.[illegible]

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FOR [illegible]

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OREGON STATE HIGHWAY DEPARTMENT
(date)

November 12, 1959

SS-105(3) SS-176(4)			
(CONTRACT NO.)	(EST. NO.)	(CONTRACTOR)	
5366	4 Final	Workman & Wilson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
27490	92491	$ 4,406.00	11-9-59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

Gertrude Chapweske
ACCOUNTING DIVISION

Specified completion date: 150 workdays from November 13, 1958

Time Extensions: None of record

Completion Date: August 18, 1959

Date Accepted: September 24, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: November 12, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query
Floyd Query
Secretary

Warrant Mailed: NOV 1[illegible]

NOTED ON CARD
a c

RECEIVED
OCT 28 1959
FOR FILING

[illegible]
[illegible]
5366

October 27, 1959

Glens Falls Insurance Co.,
Pacific Coast Department
Mills Tower - 6th Floor
San Francisco, California

Gentlemen:

State Highway contract #5366 for construction of the Rock Creek and Mill Creek Bridges on County Roads (FAS #150 and #584) was completed by the contractor, Workman & Wilson, on August 18, 1959, and was formally accepted by the Highway Commission on September 24, 1959.

Final payment in the amount of $4,406.00 will be released to the contractor on or after November 6, 1959. The total contract amount is $46,910.80, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: Glens Falls Insurance Co.,
Amerata & Schram
520 Mead Bldg.,
Portland, Oregon

NOTED

October 8, 1959

NOTED
Harold C. Ayers

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

NOTED
V. R JONES

Gentlemen:

This is to advise you that work on Contract No. 5366, Rock Creek and Mill Creek Bridges on FAS 150 and 584, was completed August 18, 1959.

Under the terms of the agreement signed by the County on October 15, 1958, and by the State on October 23, 1958, the County assumed maintenance of and continued jurisdiction over the above project as of the date of completion.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

JDG:mm

A

FORM E-123 5M 10-58

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

RECEIVED
FEB 5 1959
FOR FILING

LL-105(3)
LL-176(4)
5366

Feb. 3, 1959

Workman & Wilson
Route 1, Box 30
Canby, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5366, awarded Nov. 3, 1958, for Rock Creek and Mill Creek Bridges on County Roads, FAS Nos. 150 and 584 in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

#5366

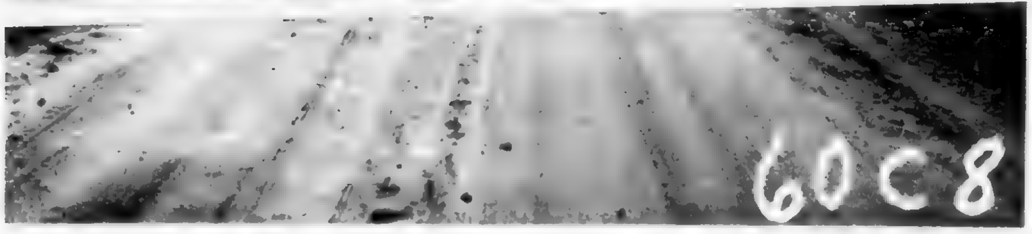
January 26, 1959

Rock Creek Bridge FAS 150 Lincoln County

SEE: ORG 7

Covered Bridges

60C9



60C8

59-C-10

59-C-9

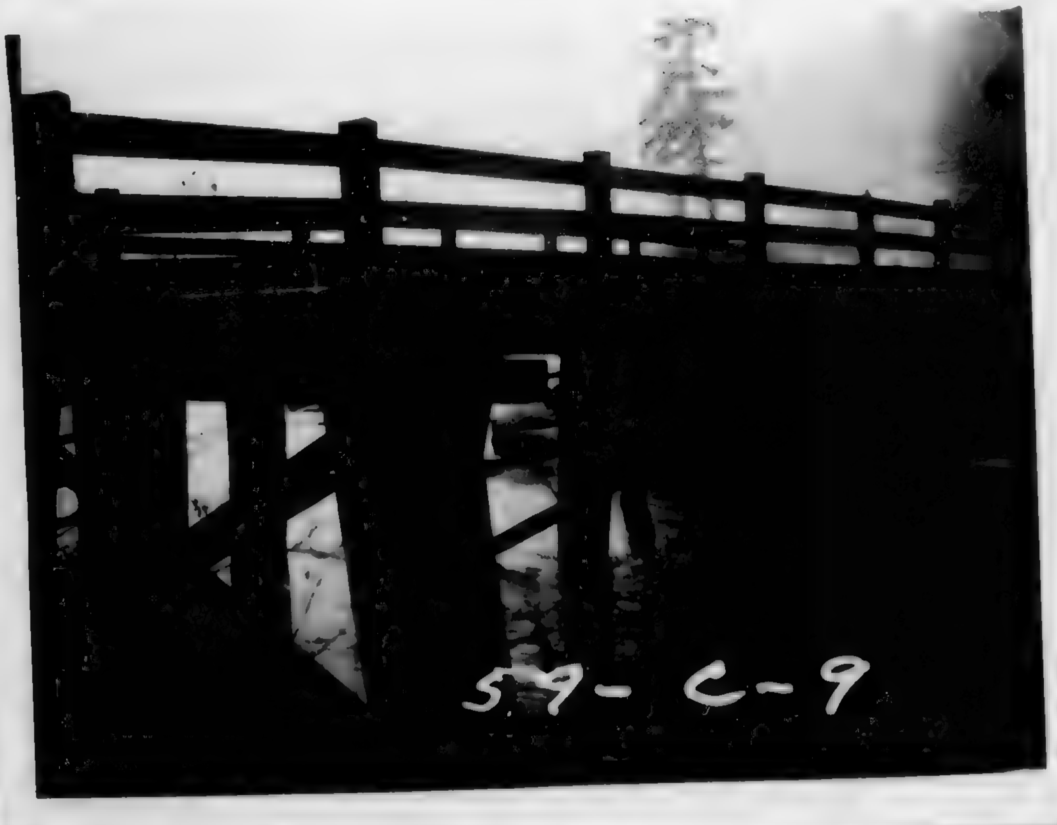
60C8

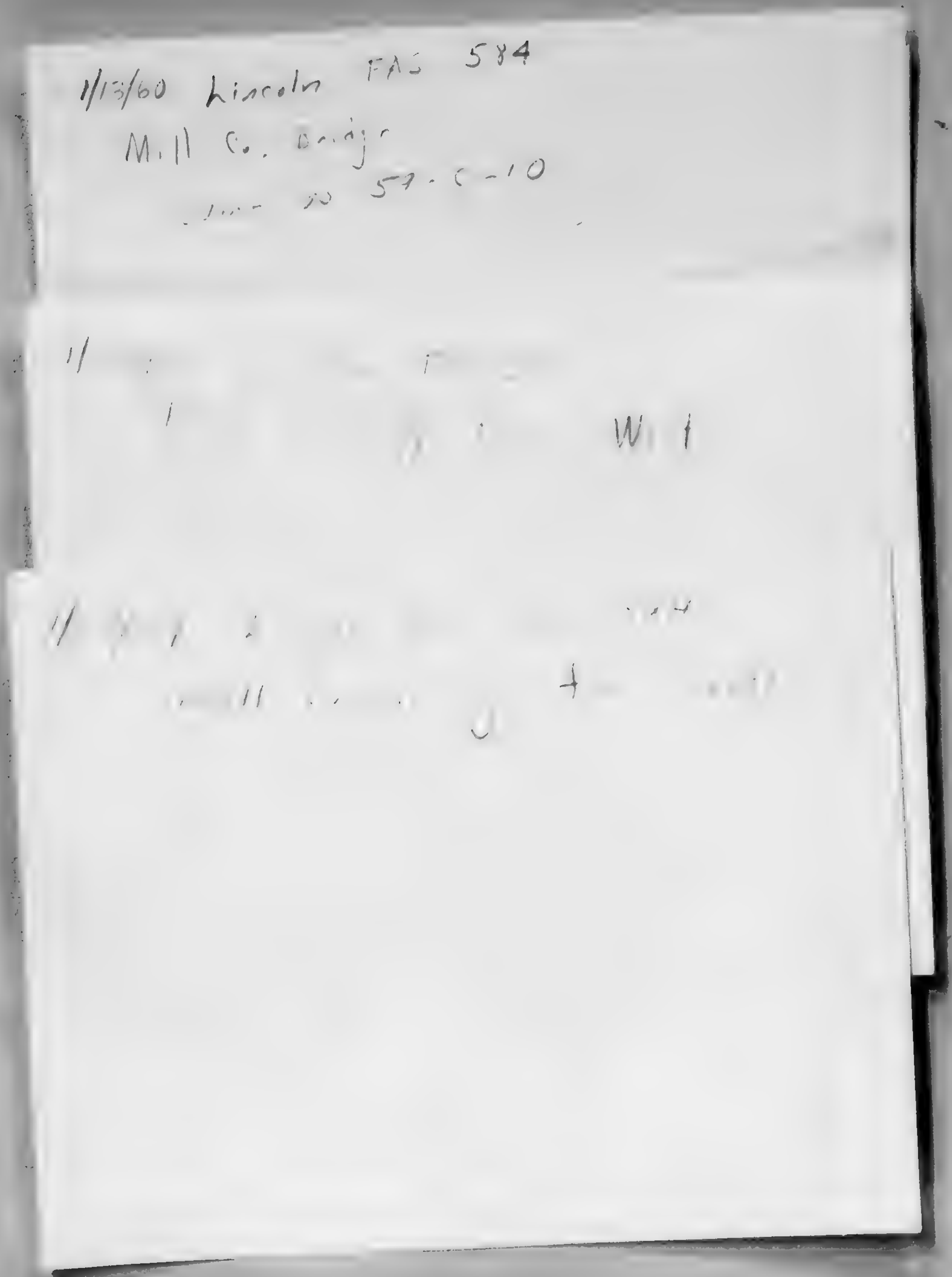
59-C-10

59-C-9

1/13/60 Lincoln FAS 584
Mill Cr. Bridge
Neg. No. 59-C-10

[illegible]
[illegible] W-1





1/13/60 Lincoln FAS 584
Mill Co. Bridge
[illegible] 57-C-10

[illegible]

[illegible]

Oregon State Highway Department

Federal Secondary [illegible]
Project No. DS-176(4)

MILL CREEK BRIDGE ON THE ELK CITY ROAD

IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 12, 1958

Type Code X021
Mill Creek Bridge (Sta. 7+00 to Sta. 7+92)(Contract No. 5366)

Remove Old Bridge and Provide for Traffic	All	Required		$ 3,000.00
Furnish Timber Piling	1,250	lin. ft.	$ 2.00	2,500.00
Furnish Treated Timber Piles	750	lin. ft.	2.00	1,500.00
Drive Piles	25	only	100.00	2,500.00
Class "A" Concrete	92	cu. yds.	100.00	9,200.00
Metal Reinforcement	37,000	lbs.	.13	4,810.00
Treated Timber in Place	7	M-fbm	400.00	2,800.00
	Subtotal			$ 26,310.00
	10% Engr. & Cont.			2,631.00
	Total			$ 28,941.00

Length of Structure . . . . 0.017 mile

Federal "DS" Funds	$ 11,100.00
Federal "LS" Funds	2,200.00
State Funds	900.00
County Funds	14,741.00
	$ 28,941.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Lincoln County with the Highway Dept.

Oregon State Highway Department

Federal Aid Secondary
Project No. DS-105(3)

ROCK CREEK BRIDGE ON THE SILETZ-LOGSDEN-NASHVILLE ROAD

IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon November 12, 1958

Type Code X021
Rock Creek Bridge (Sta. 2+95 to Sta. 3+95)(Contract No. 5366)

Furnish Treated Timber Piling	750 lin. ft.	$ 2.00	$ 1,500.00
Drive Treated Timber Piles	30 only	70.00	2,100.00
Class "A" Concrete	151 cu. yds.	70.00	10,570.00
Metal Reinforcement	38,000 lbs.	.13	4,940.00
Treated Timber in Place	5 M-fbm	400.00	2,000.00
8-inch Metal Drain Pipe	70 lin. ft.	6.00	420.00
	Subtotal		$ 21,530.00
	10% Engr. & Cont.		2,153.00
	Total		$ 23,683.00

Length of Structure. . . . . 0.020 mile

Federal "DS" Funds	$ 13,400.00
Federal "LS" Funds	2,800.00
State Funds.	900.00
County Funds	$ 6,583.00
	$ 23,683.00

State Funds for Maint.: Chap. 175, laws, 1917; Chap. 31, laws, 1920;
Chap. 529, laws, 1939
Funds for Maint.: Chap. 529, laws, 1939

Note: Necessary funds have been deposited by Lincoln County with the Hwy. Dept.

RECEIVED
NOV 6 - 1958
FOR FILING

[illegible]

[illegible]

[illegible]

November 6, 1958

County Court of Lincoln County
Court House
Newport, Oregon

Gentlemen:

We are enclosing for the records and files of Lincoln County one fully executed copy each of two maintenance agreements and one fully executed copy of a finance agreement between the State Highway Commission and Lincoln County covering the Rock Creek and Mill Creek Bridges on FAS 150 and FAS 584 in Lincoln County.

Very truly yours

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rn
Enc.

NOTED
V. R. JONES

NOTED
Harold C. Ayers

November 6, 1958

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
JOHN D. GRAHAM

Gentlemen:

This is to acknowledge receipt of an advance deposit of $22,470 in connection with the Rock and Mill Creek Bridges on FAS 150 and 584. Contract No. 5366 has been awarded to Workman & Wilson, and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

NOTED
C. G. SWANSON

RECEIVED
NOV 13 1958
FOR FILING
[illegible] (3)
[illegible] 4)
5366

Ruth file

Salem, Oregon
November 6, 1958

Maint. # 395
Finance # 246

FAS Project Agreements
FAS 150 and 584, Lincoln County

Mr. C. G. Swenson
Engineer, City & County Relations
Office

Attention; John D. Graham
Office Engr., City & County Relations

Attached for further handling are four certified copies each of two maintenance agreements and one conformed copy of a finance agreement covering the Rock Creek and Mill Creek Bridges on FAS 150 and 584 in Lincoln County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Lincoln County.

Secretary

rn
Attach:

FORM E-80 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1958

SUBJECT: FAS Project Agreements
FAS 150 and 584, Lincoln County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the Rock Creek and Mill Creek Bridges on FAS 150 and FAS 584 in Lincoln County. Two copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. Both copies require your signature of approval.

Also attached are six copies each of two maintenance agreements covering the same section. After signature by the Highway Commission, please return four either fully executed or certified true copies of each to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 19, 1958.

C. G. Swenson

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Att.

APPROVED
ASST. STATE HIGHWAY ENGINEER
Date 10-17-58

AUTHORIZED BY HIGHWAY COMMISSION
DATE June 19, 1958 Minutes, page 38
Secretary

RECEIVED
NOV 19 1958
FOR FILING

[illegible]
[illegible]
[illegible]

November 3, 1958

Workman & Wilson
Route 1 Box 35
Canby, Oregon

Gentlemen:

The State Highway Commission on October 23, 1958, accepted your proposal for bridge construction on Rock Creek Bridge Section of County Road FAS No. 456 east of Logsden, and bridge construction on Mill Creek Bridge Section of County Road FAS No. 544 southeasterly of Toledo in Lincoln County for the sum of $47,840.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5366.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Edwards
S. H. Probert
B. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle 4, Washington

je

NOTED
J. Mc C.

DOMESTIC SERVICE

Check the class of service desired; otherwise this message will be sent as a fast telegram

TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM

W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE

Check the class of service desired; otherwise the message will be sent at the full rate

FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Salem, Oregon
November 3, 1958

Workman & Wilson
Route 1 Box 30
Canby, Oregon

Contract for construction of Rock Creek and Mill Creek bridges in Lincoln County for which you submitted low bid on October 21, 1958, awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Accounting (5003-900)
Files ✓
Lee Gatlin

Office of the County Court
Judge Robert D. Maclean - Commissioners Mike Miller - David S. Moffitt

COUNTY OF LINCOLN
Newport, Oregon

October 31st, 1958

NOTED
V. R. JONES

Mr. John F. Hagemann
Engineer
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Hagemann:

Enclosed is Lincoln County's warrant in the amount of $22,470.00 which is the advance deposit on the two bridges to be constructed on Rock Creek and Mill Creek as requested in your letter of October 22nd, 1958.

Very truly yours,

Lincoln County Court's Office
By Virginia Myers Sec.

1-Encl.

RECEIVED
1 1958
ENGINEER
COUNTY & CITY RELATIONS

NO [illegible] S
V R [illegible]

NOTED
Harold C. Ayers

October 22, 1958

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
John F. Hagemann

Gentlemen:

On October 21, a satisfactory bid was received from Workman and Wilson of Canby for constructing the Rock and Mill Creek Bridges on FAS 150 and 584. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid Items	$47,840.00
12-1/2% Engineering & Contingencies	5,980.00
Estimated Total Cost...............	$53,820.00

Advance Deposit	
5% of $33,000 (D Funds)	$ 1,650.00
100% of balance	20,820.00
Total.............................	$22,470.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

Rcvd. 11/3/58

JFH:cg

Cont #5366

Office of the County Court
Judge Robert D. Maclean - Commissioners Mike Miller - David S. Moffitt

COUNTY OF LINCOLN
Newport, Oregon

October 17th, 1958

Mr. C. G. Swenson, Engineer
County and City Relations
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Swenson:

Enclosed is the deed the County acquired from Mrs. Nilsen for additional right of way at the site of the proposed Rock Creek Bridge, as requested in your phone call to Judge Maclean on Monday.

Very truly yours,

County Court's Office
By Virginia Myers Sec.

NOTED
JOHN B. [illegible]

1-Encl.

FAS 150

RECEIVED
OCT 20 1958
STATE HIGHWAY COMMISSION

To [illegible] 10/30/58

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

October 9, 1958

NOTED
V. R. JONES

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies each of two maintenance agreements, six copies each of two encroachment resolutions, and a set of plans and specifications in connection with the Rock Creek and Mill Creek Bridges on FAS 150 and 584 upon which bids will be received October 21 in Salem.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $51,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreements and encroachment resolutions are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of each resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the County's records. All documents should be mailed so as to arrive in Salem not later than Octobr 17.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

MEMO TO J. W. NASH
8/22/58

FAS 584, LINCOLN COUNTY (DS Funds)

TERMINI: Bridge over Rock Creek approximately 3.3 miles southeasterly from the junction with FAP Rt. 22 in Toledo.

PROPOSED PROJECT: One bridge 92' long (Mill Creek Bridge)

PROJECT LENGTH: 0.017 mile

COST	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$15,000	$11,000	$900	$900 (Co)	$2,200 (L)

EXISTING FACILITY: 73' pile trestle with horizontal clearance 17'-0". Bridge in deteriorated condition.

PROJECT DATA: The proposed project is to construct four 23' prestressed spans on a revised alignment. The bridge will have a horizontal clearance of 26'. Lincoln County will construct road approaches to State standards.

ADJACENT SECTIONS
EAST END: 14'-16' gravel roadway.
WEST END: 14'-16' gravel roadway.

ROW WIDTH: 60' minimum
MINIMUM DESIGN STANDARDS: None
ACCESS CONTROL: None
RR XING: None
SYSTEM ACTION: None required
UNUSUAL OR COMPLICATED SITUATIONS: None
PUBLIC HEARING: None required

FAS 584 serves a dairy farming area, also some log hauling, and is a school bus and mail route.

JDG:mm

NOTED
C. G. SWENSON

NOTED
Harold C. Ayers

MEMO TO J. W. NASH
8/22/58

FAS 150, LINCOLN COUNTY (DS Funds)

TERMINI: Bridge over Rock Creek approximately 4.6 miles east of Logsden.

PROPOSED WORK: One bridge 100' long.

PROJECT LENGTH: 0.002 mile.

COSTS	Total	Federal	State	Other	
CONSTRUCTION	$18,000	$13,400	$900	$900 (Co)	$2,800 (L)

EXISTING FACILITY: 129' long wooden bridge on pile trestle, H.C. 18'-11". Bridge in deteriorated condition.

ADJACENT SECTIONS:
  WEST END: 12' - 18' gravel on 16' - 22' roadway.
  EAST END: 12'-18' gravel on 16'-22' roadway.

PROJECT DATA: The proposed project is to construct a RCDG bridge 100' long on treated timber piling with a horizontal clearance of 24 feet. The bridge will be on an improved alignment. Lincoln County will construct road approaches to state standards.

ROW WIDTH:	60' minimum
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required.
PUBLIC HEARING:	None required.

UNUSUAL OR COMPLICATED SITUATIONS: None

FAS 150 serves an area of small farms, some log hauling, and is a farm to market road.

NOTED
C. G. SWENSON

JDG:mm

7-30-58

RECEIVED
[illegible]

DS 105(3)
SS-176(4)
5366

NOTE
W. C. WILLIAM

ADDENDUM "A" TO LOCATION PROSPECTUS
ROCK CREEK BRIDGE STRUCTURE
COUNTY ROAD FAS 150
LINCOLN COUNTY

The following addendum is submitted to revise the location prospectus concerning the above mentioned section:

Paragraphs 1 through 3: Correct as per original prospectus.

Paragraph 4: Change first sentence to read "The present ADT is 120 and the 20 year projected ADT is 200."

Paragraph 5: Correct as per original prospectus.

July 30, 1958

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Richard Lytle
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JUL 31 1958
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

7-22-58

NOTED
W. C. WILLIAMS

DS-105(3)
DS-176(4)
6366

LOCATION PROSPECTUS
ROCK CREEK BRIDGE STRUCTURE
COUNTY ROAD FAS 150
LINCOLN COUNTY

The following prospectus is submitted concerning the Rock Creek Bridge on FAS 150 in Lincoln County. The existing bridge, Highway Department inventory #12111, is located on FAS 150 approximately 4.6 miles east of Logsden.

This will be a location survey to prepare plans and estimates for a new bridge to replace the existing structure. The new bridge will be located about 35 feet downstream from the existing bridge site.

The general location was approved by J. D. Walker. Reconnaissance and economic studies are not required. There are no special drainage problems. Foundation exploration will be necessary to determine the type of foundation to be used.

The present ADT is 400 and the projected ADT is 640. The new structure will be approximately 130 feet long with a 24 foot roadway. Approaches will be constructed and surfaced by the County.

The County will defray all costs in excess of the "DS" funds allocated for this project.

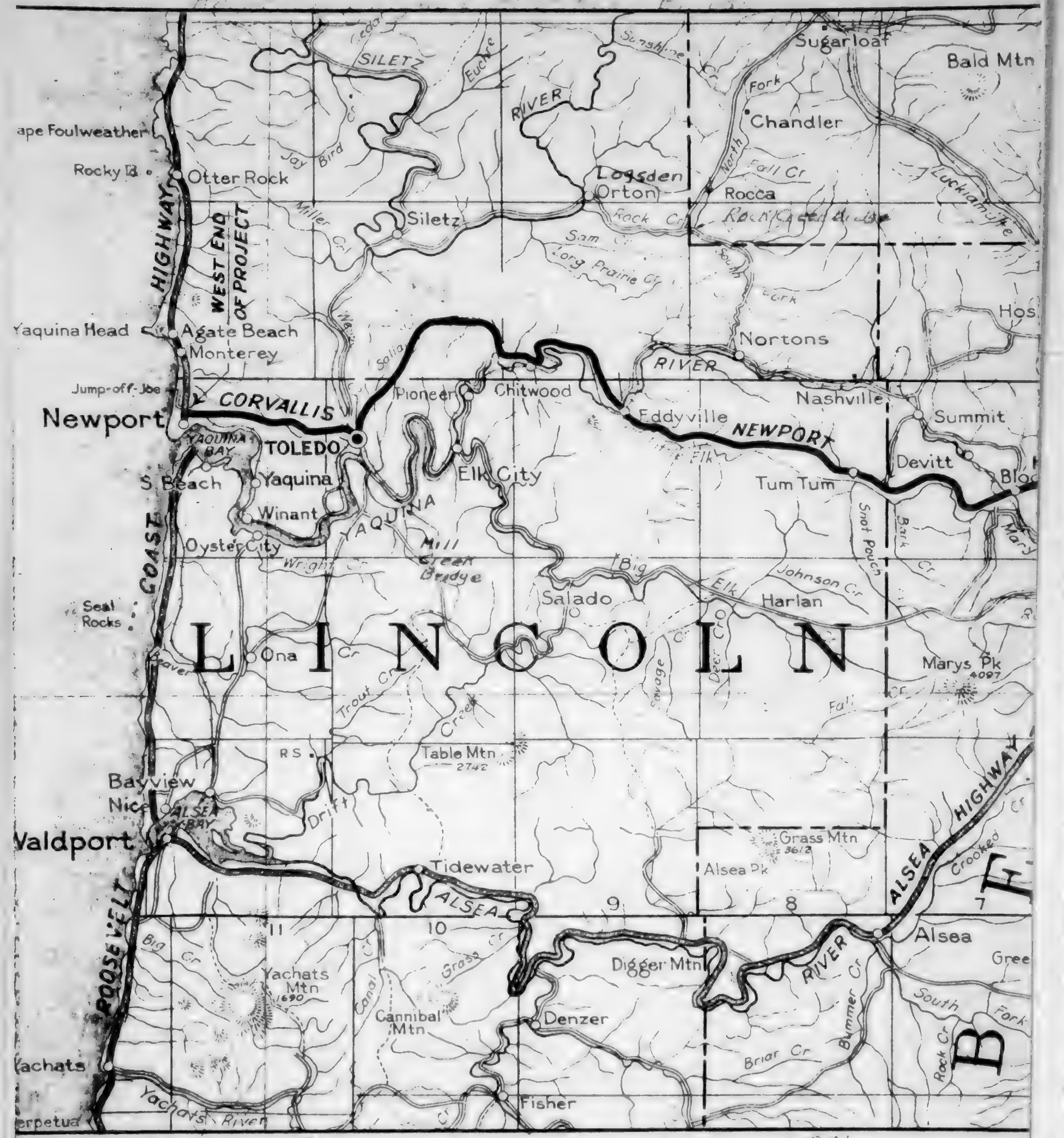
July 22, 1958

Attachment

cc W. C. Williams
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Richard Lytle
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C. Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
[illegible] 2[illegible] 1958
OFFICE OF
STATE HIGHWAY ENGINEER

P OSPECTUS MAP


SILETZ RIVER
Sunshine Cr
Euchre
Cedar
Sugarloaf
Bald Mtn
Fork
North
Chandler
ape Foulweather
Rocky Pt
Otter Rock
Jay Bird Cr
Logsden
Orton
Fall Cr
Rocca
Luckiamute
Rock Cr
Rock Creek Bridge
Siletz
Miller Cr
Sam
Long Prairie Cr
South Fork
HIGHWAY
WEST END OF PROJECT
Yaquina Head
Agate Beach
Monterey
Nortons
RIVER
Hos
Jump-off-Joe
Y CORVALLIS
Pioneer
Chitwood
Nashville
Summit
Newport
YAQUINA BAY
TOLEDO
Eddyville
NEWPORT
Devitt
Blod
S. Beach
Yaquina
Elk City
Little Elk
Tum Tum
Winant
YAQUINA
Snot Pouch
Bark Cr
Marys
Oyster City
Mill Creek Bridge
Wright Cr
Big Elk
Johnson Cr
Harlan
Salado
Seal Rocks
COAST
LINCOLN
Beaver
Ona
Cr
Trout Cr
Savage Cr
Deer Cr
Marys Pk
4097
Fall Cr
Creek
R.S.
Table Mtn
2742
Bayview
Nice
ALSEA BAY
Waldport
Drift
Grass Mtn
3612
Alsea Pk
ALSEA HIGHWAY
Crooked Cr
Tidewater
ALSEA
9
8
11
10
Big Cr
Canal Cr
Grass Cr
Digger Mtn
RIVER
Alsea
Green
ROOSEVELT
Yachats Mtn
1690
Cannibal Mtn
Denzer
Bummer Cr
South Fork
Briar Cr
Rock Cr
B
H
Yachats
Yachats River
Fisher
erpetua

24'

24'

Mill Creek Bridge

Rock Creek Bridge

RECEIVED
JUL 23 1958
FOR FILING

BS-165(3)
BS-176(4)
5366

7-22-58

NOTED
W. C. WILLIAMS

LOCATION PROSPECTUS
MILL CREEK BRIDGE STRUCTURE
COUNTY ROAD, FAS 584
LINCOLN COUNTY

The following prospectus is submitted concerning the Mill Creek Bridge on FAS 584 in Lincoln County. The existing bridge, Highway Department inventory #12127, is located on FAS 584 approximately 3.3 miles southeasterly from the junction in Toledo with FAP route 22.

This will be a location survey to prepare plans and estimates for a new bridge to replace the existing bridge. The new bridge will be located approximately 10 feet north of the site of the existing structure.

The general location was approved by J. D. Walker. Reconnaissance and economic studies are not required. There are no special drainage problems. Foundation exploration will be required to determine pile penetration.

The present ADT is 150 and the projected ADT is 240. The new structure will be a 70-foot pile trestle span having a roadway width of 24 feet. Precast deck and beam sections on treated piling will be used in order to maintain traffic during construction. Approaches will be constructed and surfaced by the County.

The County will defray all costs in excess of the "DS" funds allocated for this project.

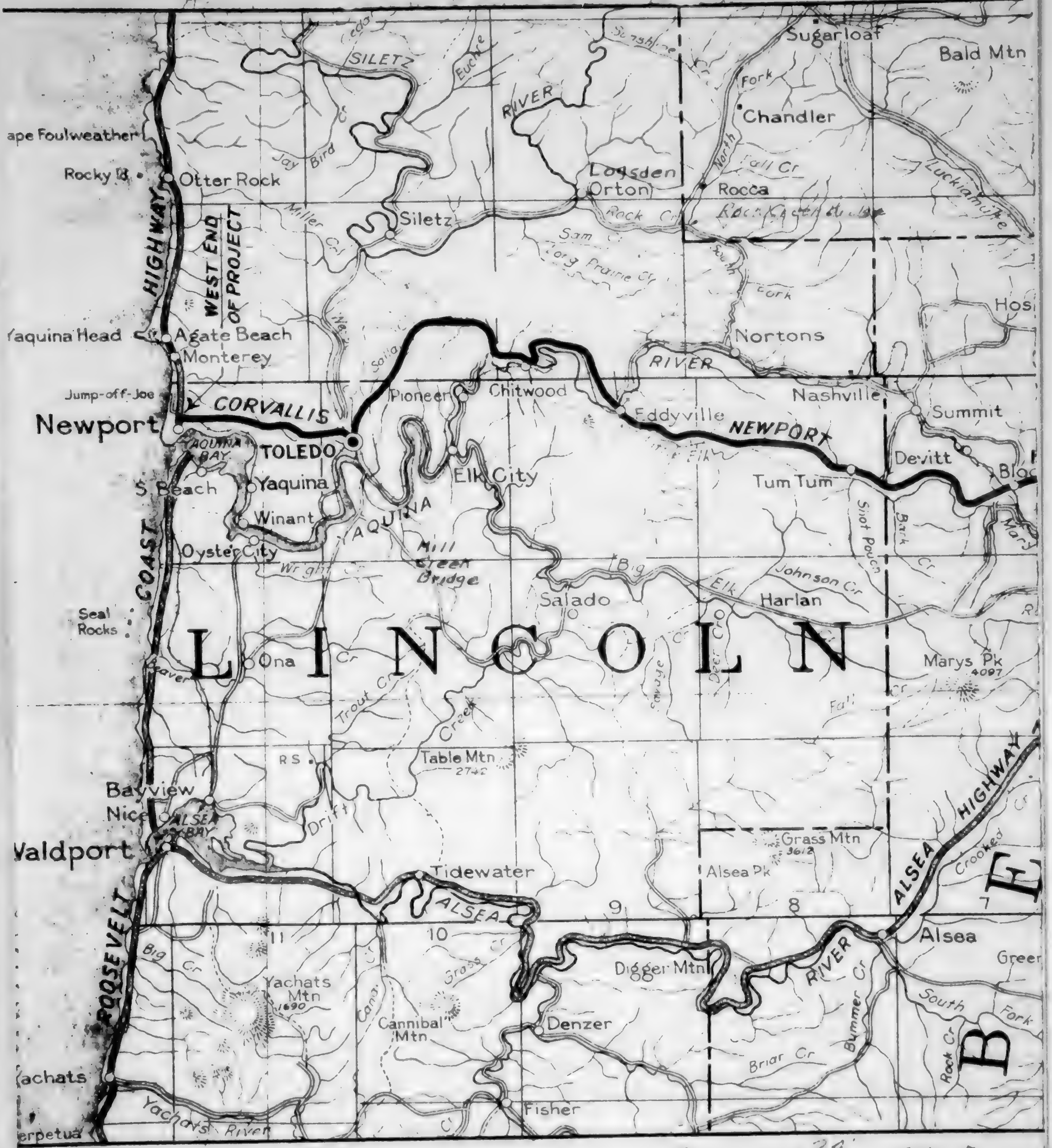
July 22, 1958

Attachment

cc W. C. Williams ✓
Forrest Cooper
G. S. Paxson
Tom Edwards
J. D. Walker
Richard Lytle
C. H. Armstrong
D. J. Barbee
Jay Blair
F. B. Crandall
R. C Edgerton
Frank Hall
J. W. Nash
C. G. Polk
R. L. Porter
S. H. Probert
Ivan D. Merchant
C. G. Swenson
G. L. Decker (2)
I. A. DeFrance

RECEIVED
JUL 22 1958
OFFICE OF
STATE HIGHWAY ENGINEER

PROSPECTUS MAP


LINCOLN
SILETZ RIVER
Cedar
Euchre
Sunshine Cr
Sugarloaf
Bald Mtn
Fork
Chandler
North Fork
Fall Cr
Luckiamute
Jay Bird
ape Foulweather
Rocky Is.
Otter Rock
Logsden
Orton
Rocca
Rock Cr
Siletz
Miller Cr
Sam
Long Prairie Cr
South Fork
WEST END OF PROJECT
HIGHWAY
Yaquina Head
Agate Beach
Monterey
Nortons
RIVER
Jump-off-Joe
CORVALLIS
Pioneer
Chitwood
Eddyville
NEWPORT
Nashville
Summit
Newport
YAQUINA BAY
TOLEDO
Elk City
Devitt
Tum Tum
Bloc
S. Beach
Yaquina
Winant
YAQUINA
Mill Creek Bridge
Oyster City
Wright
Big Elk
Johnson Cr
Shot Pouch
Bark Cr
Marys
Salado
Harlan
Seal Rocks
COAST
Ona
Beaver
Trout Cr
Creek
Savage Cr
Deer Cr
Marys Pk 4097
Fall Cr
RS
Table Mtn 2742
ALSEA HIGHWAY
Bayview
Nice
ALSEA BAY
Waldport
Drift
Grass Mtn 3612
Alsea Pk
Tidewater
ALSEA
Crooked Cr
9
8
ROOSEVELT
11
10
Big Cr
Grass Cr
Canal Cr
Yachats Mtn 1690
Digger Mtn
RIVER
Alsea
Green
Cannibal Mtn
Denzer
Bummer Cr
South Fork
Briar Cr
Rock Cr
Yachats
Fisher
Yachats River
erpetua
E
B
24
24

NOTED

NOTED

FORM E-30X—37,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 19[illegible]

SUBJECT: [illegible] Projects
Lincoln County

To: Mr. Tom [illegible]
Office

NOTED
John F. [illegible]mann

RECEIVED
[illegible] 1959
ENGINEER
COUNTY [illegible]

Enclosed is a tabulation with map attachment describing two proposed bridge projects on FAS [illegible] and [illegible] in Lincoln County. These projects are to be constructed with [illegible] ([illegible]) funds. Please take steps to obtain a survey as required for design of these bridges.

Forrest Cooper
Deputy State Highway Engineer

Encl.
JFH:mm
cc: G. [illegible]. Paxson
Ivan Merchant
E. G. Swenson ✓

NOTED
JOHN D. GRAHAM

NOTED
[illegible]

PROPOSED PROJECTS (DS Funds)
LINCOLN COUNTY

✓FAS 150 - Rock Creek Bridge, Structure only)
✓FAS 584 - Mill Creek Bridge, Structure only) $33,000

The Rock Creek Bridge is located on FAS 150 approximately 4.6 miles east of Logsden. The existing bridge carries highway department inventory no. 12111.

The Mill Creek Bridge is located on FAS 584 approximately 3.3 miles southeasterly from the junction in Toledo with FAP Route 22. The existing bridge is highway department inventory 12127.

The proposed project at Rock Creek is to replace the existing 129' long untreated timber bridge with a new structure having a roadway width of 24'. The project will be for the structure only with Lincoln County constructing road approaches as required and removing the existing bridge. The new structure should be on an improved location which will permit use of the existing bridge during construction.

The proposed project at Mill Creek is to replace the existing 73' long pile trestle spans with a new structure having a roadway width of 24'. The project will be for the structure only, including removal of the existing bridge. Lincoln County will construct road approaches. The county has asked that precast deck and beam sections on treated piling be used if possible as traffic will have to be maintained during construction. By constructing the bridge one half at a time this could be done.

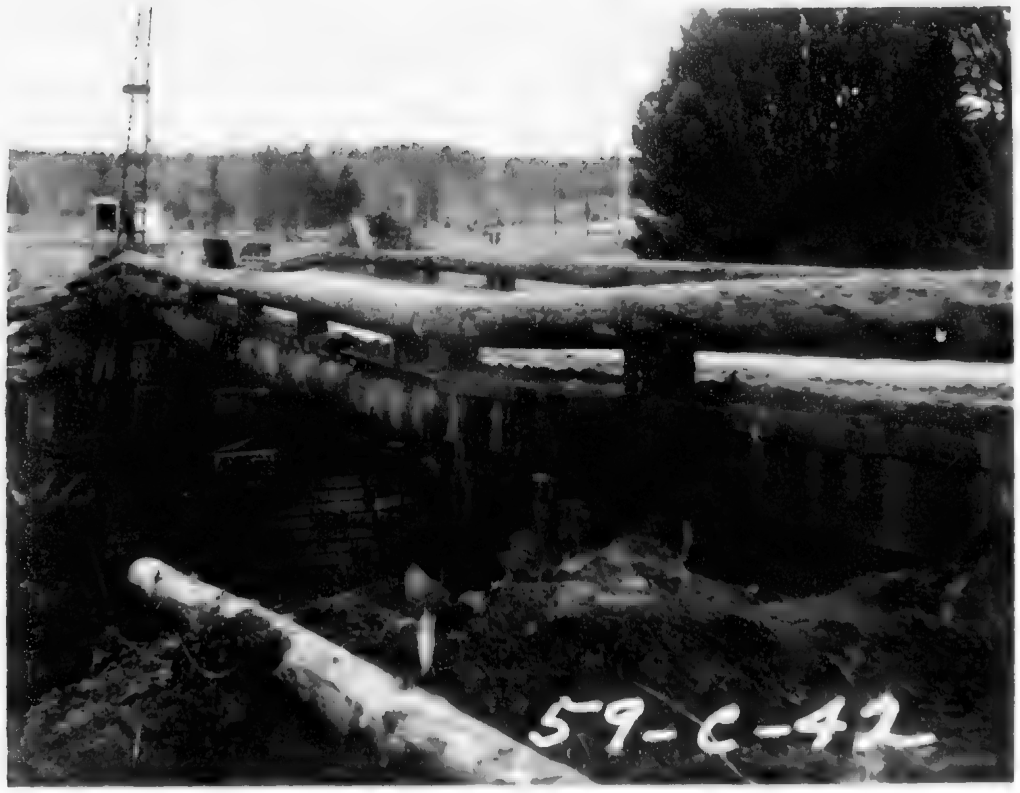
The $33,000 programmed above represents Lincoln County's share of DS funds and the county will pay all costs in excess of this amount.

Approved
6-19-58

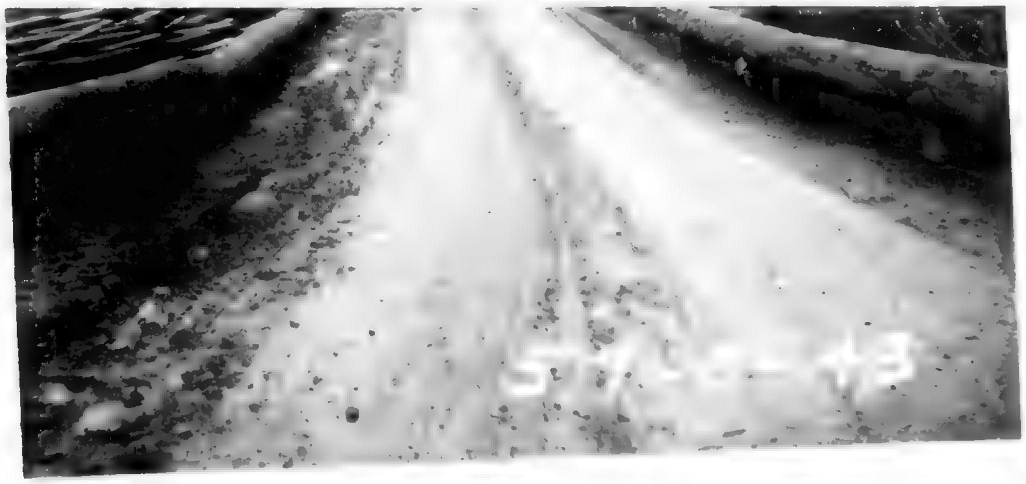
DS/FAS-2(58)
6/2/58

DS-374(3) Fairview Br. over North Fork Coquille River 1958
#5367

Fairview Bridge
Proj. DS-374(3)



From SE
(59-c-42)



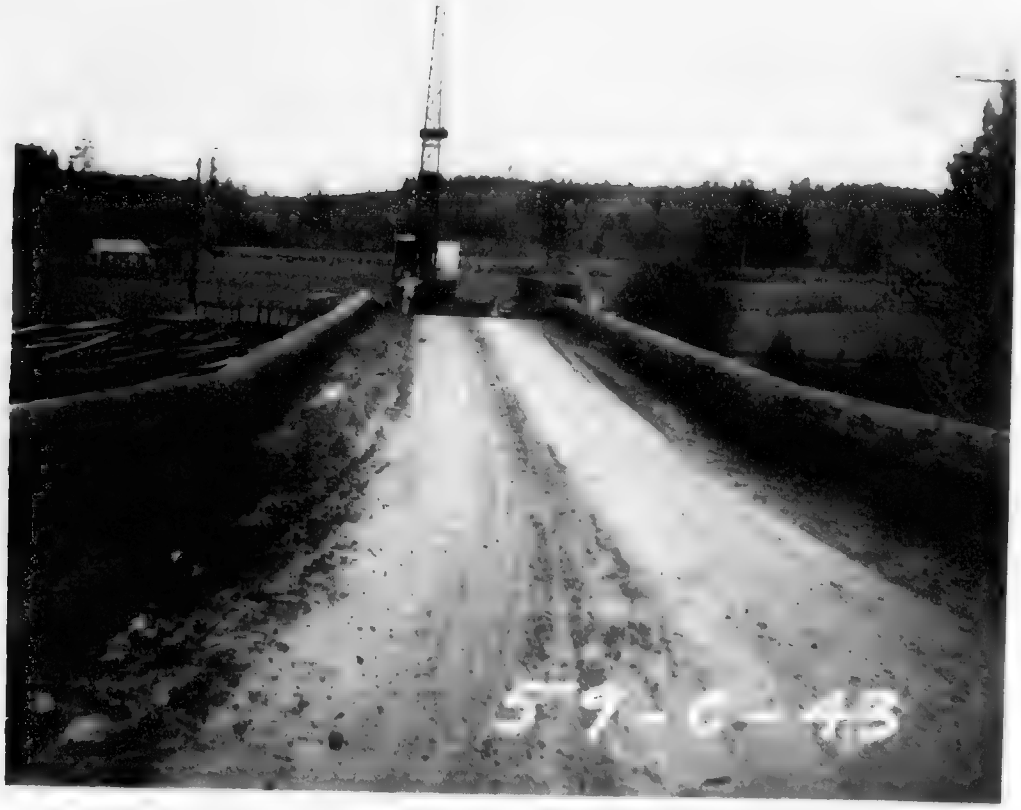
From East
(59-c-43)

From East
(60c7)

Fairview Bridge
Proj. DS-374(3)

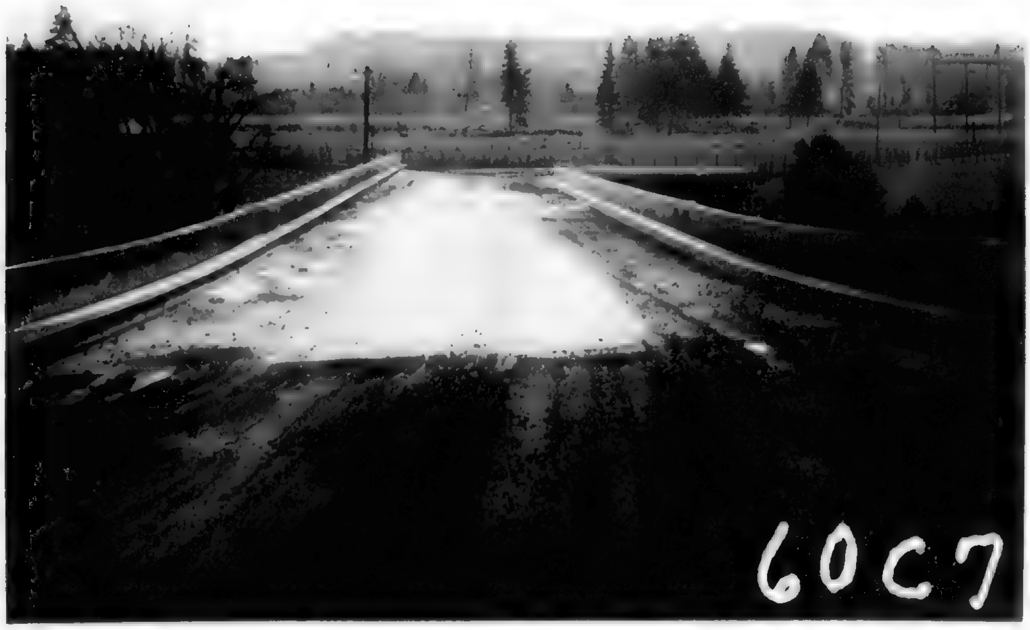
From SE
(59-c-42)

3 18 59



From East
(59-c-43)

18 59



From East
(60c7)

[illegible]

F-3 252
1/5/60 1 3 18 59

County of Coos

NOTED
C. G. SWENSON

RS-374(3)
FAS 252

Coquille, Oregon
January 4, 1960

Mr. C. G. Swenson
County and City Relations Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
V. R. JON

Dear Mr. Swenson:

This is to officially advise you that Coos County has decided to delay indefinitely the construction of the FAS Bridge project at Bridge, Oregon. Our decision has been brought about because of the incompletion of the plans at this time for re-routing Highway 42 at that point.

FAS funds previously programmed for the above project may now be released for other projects; namely, the Spruce Street fill just east of the City of Myrtle Point.

It is our desire to have you proceed with plans for constructing a fill and trestle across the low area directly at the east end of the present Spruce Street Bridge in Myrtle Point, Oregon.

~~Thank you very much for the refund of $2~~,870.26 on the Gravelford and $2,813.76 on the North Fork (Fairview) Bridges. We can use it.

Please accept the thanks of the Coos County Court for all of the cooperation and help which you, your assistant, Fred Hagemann, and the other members of your staff have been to us during the past year.

Drop in to see us when you can.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
County Judge

Fred A. Kruse
Commissioner

Walter Barklow
Commissioner

RECEIVED
JAN 2 1960
[illegible]
COUNTY & CITY [illegible]

NOTED
JOHN D. GRAHAM

D 8-374(3)

NOTED
SWENSON

December 31, 1959

NOTED
Harold C. Ayers

Coos County Court
Courthouse
Coquille, Oregon

NOTED
V. R. JONES

Gentlemen:

Final costs are now available for the North Fork Coquille River (Fairview) Bridge on FAS 252. As shown in the attached cost statement, a refund of $2,813.76 is due the county in connection with this project. This refund will be made by means of a check from our accounting division within the next few days.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Att.

cc: Floyd Robb, Co. Engr.

NOTED
JOHN D. GRAHAM

OREGON STATE HIGHWAY DEPARTMENT
INVOICE

INVOICE NUMBER 63334

DATE	BILLING REQ. NO.	YOUR ORDER NO.
[illegible]	[illegible]	

CREDIT DISTRIBUTION [illegible]

[illegible]

Make checks payable to the Oregon State Highway Department

Send Remittance To:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
[illegible]	[illegible]		[illegible]
[illegible]	[illegible]		[illegible]
[illegible]			[illegible]

NOTED
C. G. SWENSON

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request: $
By

A 150X (REVISED 12-59)

OREGON STATE HIGHWAY DEPARTMENT

Completed 9/8/59
ITEMIZED STATEMENT OF FINAL COSTS

County Coos

Contract No. 5367

Date 12/31/59

FAS 252

Section North Fork Coquille River (Fairview) Bridge

PAYMENTS TO CONTRACTOR

Item	Unit	Unit Price	Total Qty.	Total Cost
Payments to contractor as per attached tabulation.				$49,670.88
Signing.				64.41
Construction engineering				2,550.95
TOTAL CONSTRUCTION COSTS.				$52,286.24

FEDERAL FUNDS COLLECTED FOR PROJECT . . .

"DS" Funds $32,000.00
"LS" Funds 6,800.00
TOTAL $38,800.00

AGREED COUNTY SHARE OF TOTAL COSTS

100% of all over $43,000
$52,286.24 - $43,000 .... $ 9,286.24

50% of difference between $43,000 and federal funds
($43,000 - $38,800) X 1/2 .... 2,100.00

Total County Share $11,386.24

County Advance Deposit $14,200.00
Less County Share 11,386.24

REFUND DUE COUNTY..... $ 2,813.76

JFH:mm

Item	Unit	Unit Prices	al Quan.	Total Amount
1. Structural excavation	c.y.	10.00	214.96	2,149.60
2. Struct. excav. below elevs. shown	c.y.	20.00	11.82	236.40
3. Furnish treated timber piling	l.f.	1.50	760	1,140.00
4. Drive timber piles	each	70.00	28	1,960.00
5. Class "A" concrete	c.y.	72.00	420.59	30,282.48
6. Metal reinforcement	lb.	.14	98,825	13,835.50
7. 8"metal drain pipe	l.f.	3.00	22.3	66.90
			Total	49,670.88

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
(date)

Oct. 20, 1959

(CONTRACT NO.) 5367	(EST. NO.)	(CONTRACTOR)	
5367	8-Final	Sig Andersson	
(VOUCHER NO.)	(WARRANT NO.)	(AMOUNT)	(DATE)
25153	69690	$1,981.01	10/19/59

Mr. Floyd Query:

The warrant listed above is in payment of the final estimate of the above described contract. The warrant will be held in the Accounting Division until advised by you that release is authorized.

G. R. Winchcomb
ACCOUNTING DIVISION

Specified completion date: 160 workdays from November 22, 1958

Time Extensions: None of record

Completion Date: September 8, 1959

Date Accepted: November 5, 1959

Penalties: None of record

Claims: None of record

Remarks:

Date: October 21, 1959

To the Accounting Division:

Release of the above warrant is hereby authorized

Floyd Query H.
Floyd Query
Secretary

Warrant Mailed:

NOV -9 1959

NOTED ON CARD

RECEIVED
OCT -6 1959
FOR FILING

October 5, 1959

General Insurance Co. of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

State Highway contract #5367 for construction of the Fairview Bridge on the Myrtle Point-Fairview Highway in Coos County was completed by the contractor, Sig Andersson, on September 8, 1959, but has not as yet been accepted by the Commission.

Final payment in the amount of $3,981.01 will be released to the contractor after acceptance by the Commission. The total contract amount is $49,670.88, and no force account work was performed on the project.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED
DEC [illegible] 1958
FOR FILING

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
ROBERT B. CHESSMAN, MEMBER
ASTORIA
KENNETH N. FRIDLEY, MEMBER
WASCO

H. B. GLAISYER, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

W. C. WILLIAMS
STATE HIGHWAY ENGINEER
FORREST COOPER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Br-374 (5)

5367

Dec. 8, 1958

Sig Andersson
8th and Teakwood
Coos Bay, Oregon

Dear Sir:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission.

> Contract No. 5367, awarded Nov. 12, 1958, for Fairview Bridge on Myrtle Point-Fairview Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

A

Oregon State Highway Department

Federal Aid Secondary
Project No. S3-374(3)

NORTH FORK COQUILLE RIVER (FAIRVIEW) BRIDGE ON THE MYRTLE POINT—FAIRVIEW ROAD IN COOS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 14, 1958

Type Code [illegible]

Fairview Bridge (Sta. 10+61 to Sta. 12+78)
(Contract No. 5367)

Structural Excavation	150	Cu. Yds.	$10.00	$ 1,500.00
Excavation Below Elevation Shown	15	Cu. Yds.	20.00	300.00
Furnish Treated Timber Piling	760	Lin. Ft.	1.50	1,140.00
Drive Piles	28	Only	70.00	1,960.00
Class "A" Concrete	420	Cu. Yds.	72.00	30,240.00
Metal Reinforcement	98,000	Lbs.	0.14	13,720.00
8-Inch Metal Drain Pipe	25	Lin. Ft.	3.00	75.00
		Subtotal		$48,935.00
		10% Engr. & Cont.		4,893.50
		Total		$53,828.50

Length of Structure ———— 0.041 Mile

Federal "S3" Funds	$32,000.00
Federal "L3" Funds	6,800.00
State Funds	2,100.00
County Funds	12,928.50
	$53,828.50

State Funds for Const.: Chapter 175, laws 1917; Chapter 31, laws 1920;
Chapter 529, laws 1939.

State Funds for Maint.: Chapter 529, laws 1939.

NOTE: Necessary funds have been deposited by Coos County with the Highway Department.

Form A-150—10M—6-58

INVOICE

Oregon State Highway Department

SALEM, OREGON

Coos County
Coquille, Oregon

Attn: County Court

NOTED
V. R. JONES

Invoice No. 58330
Date November 13, 1958
Your Req. No.
Billing Request No. cc 453
Credit Distribution: 506-1079-297

Advance Deposit	14,200.00
Partial transfer county's share total cost of the North Fork Coquille River (Fairview) Bridge, FAS 252, covered by agreement dated October, 1958 (Contract No. 5367)	5,200.00
To be retained	89,000.00

ACKNOWLEDGMENT OF BILLING REQUEST
Cash Received with Request $................
By...

NOTED

State Printing 13107

NOTED
Harold C. Ayers

November 12, 1958

Coos County Court
Courthouse
Coquille, Oregon

NOTED
V. R. JONES

Gentlemen:

This is to acknowledge receipt of an advance deposit of $14,200 in connection with the North Fork Coquille River (Fairview) Bridge on FAS 252. Contract No. 5367 has been awarded to Sig Anderson and a copy of the contract will be forwarded as soon as available.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm

cc: Mr. Floyd Robb, County Engineer

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

RECEIVED
NOV 1? 1958
FOR FILING

[illegible]

5387

November 12, 1958

Mr. Sig Andersson
1371 Bayview Avenue
North Bend, Oregon

Dear Mr. Andersson:

The State Highway Commission on October 23, 1958, accepted your proposal for Fairview Bridge construction over North Fork Coquille River on Myrtle Point-Fairview Highway in Coos County for the sum of $46,935.00 and referred it to the State Highway Engineer with authority to award the contract to you as soon as certain conditions had been fulfilled. This note is to inform you that such conditions have now been satisfied and that the State Highway Engineer today awarded you the contract in conformity with the Commission's authorization. This project has been assigned Contract No. 5387.

Contract forms are now being prepared in this office and will be mailed to you shortly for execution.

This confirms my wire to you of this date.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Tom Edwards
S. H. Probert
FLQ:js R. G. Savage (SIAC)
I. D. Merchant
Pacific Builder & Engineer, Inc.
Mr. Lowell Richards
c/o Daily Journal of Commerce
Seattle, Washington

NOTED
J. Mc C.

DOMESTIC SERVICE
Check the class of service desired; otherwise this message will be sent as a fast telegram
TELEGRAM ☐
DAY LETTER ☐
NIGHT LETTER ☐

$
S
E

WESTERN UNION
TELEGRAM
W. P. MARSHALL, PRESIDENT

1206 (4-55)

INTERNATIONAL SERVICE
Check the class of service desired; otherwise the message will be sent at the full rate
FULL RATE ☐
LETTER TELEGRAM ☐
SHORE-SHIP ☐

NO. WDS.-CL. OF SVC.	PD. OR COLL.	CASH NO.	CHARGE TO THE ACCOUNT OF	TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

November 12, 1958
Salem, Oregon

Sig Andersson
1371 Bayview Avenue
North Bend, Oregon

Contract for Fairview Bridge construction over North Fork Coquille River on Myrtle Point-Fairview Highway in Coos County for which you submitted low bid on October 21, 1958, awarded you today. Contract forms follow shortly.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Confirmation
Accounting (5063-900)
Files ✓
Lee Gatlin

[illegible] A

RECEIVED
NOV 13 1958
FOR FILING

[illegible] 374(3)
5367

Salem, Oregon
November 6, 1958

Maint. # 396
Finance # 247

FAS Project Agreements
FAS 252, Coos County

Mr. C. G. Swenson
City & County Relations Dept., Engr.
Office

Attention: John P. Graham
Office Engr., County & City Relations

Attached for further handling are four certified copies of a maintenance agreement and one conformed copy of a finance agreement with Coos County covering the North Fork Coquille River (Fairview) Bridge on FAS 252 in Coos County.

One fully executed copy of each agreement has been retained in this office for the Commission's files and one fully executed copy of each has been sent to the County Court of Coos County.

Secretary

rn
Attach: 5

FORM E-90 90M 8-57—6883

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 15, 1958

SUBJECT: FAS Project Agreements
FAS 252, Coos County

To: Mr. G. S. Paxson
OFFICE

Attached are three copies of a finance agreement covering the North Fork Coquille River (Fairview) Bridge on FAS 252 in Coos County. Two copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same section. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 19, 1958.

John D. Graham
John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

AUTHORIZED BY HIGHWAY COMMISSION
DATE June 19, 1958 Minutes, page 37
Secretary

APPROVED
Paxson
Asst STATE HIGHWAY ENGINEER
Date 10-17-58

RECEIVED
OCT 27 1958
FOR FILING
161.374(3)
5367

October 24, 1958

Mr. Sig Andersson
1371 Bayview Avenue
North Bend, Oregon

Dear Mr. Andersson:

The State Highway Commission on October 23, 1958, accepted your bid in the amount of $48,935.00 for construction of Fairview Bridge on the Myrtle Point-Fairview Highway near Coquille in Coos County, which was the low bid received for that job October 21, 1958. The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied.

Respectfully yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

js

cc: Tom Edwards
S. H. Probert
R. G. Savage (SIAC)
I. D. Merchant

[illegible]

NOTED
Harold C. Ayers

October 22, 1958

NOTED
[illegible] D. GRAHAM

Coos County Court
Courthouse
Coquille, Oregon

Gentlemen:

On October 21, a satisfactory bid was received from Sig Anderson of Coos Bay for constructing the North Fork Coquille River (Fairview) Bridge on FAS 252. As per the agreement between county and state, the following advance deposit is required prior to award of a contract:

Bid Items	$48,935.00
12-1/2% Engineering & Contingencies	6,116.88
Estimated Total Cost...............	$55,051.88

Advance Deposit	
5% of $43,000	$ 2,150.00
100% of balance	12,050.00
Total................................	$14,200.00

Please make this deposit by means of a check or warrant payable to the Oregon State Highway Commission, forwarding same to this office. Upon receipt of the deposit a contract will be awarded.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County and City Relations Engineer

JFH:cg

Recd 11/12/58
Cert # 5367
506-1079

Salem, Oregon
October 15, 1958

Mr. G. S. Paxson
OFFICE

FAS Project Agreements
FAS 252, Coos County

Attached are three copies of a finance agreement covering the North Fork Coquille River (Fairview) Bridge on FAS 252 in Coos County. Two copies have been executed by the Court and are now ready for presentation to the Highway Commission for signature. These copies require your signature of approval.

Also attached are six copies of a maintenance agreement covering the same section. After signature by the Highway Commission, please return four either fully executed or certified true copies to this office for transmittal to the B.P.R.

This project was approved by the Highway Commission on June 19, 1958.

John D. Graham
Office Engr., County & City Relations

JDG:mm
Att.

County of Coos

October 13, 1958

John F. Hagemann
Asst. County & City Relations Engineer
State Highway Department
Salem, Oregon

Dear Mr. Hagemann:

We are enclosing herewith the agreements and resolutions pertaining to the North Fork Coquille River (Fairview) Bridge on FAS 252 upon which bids will be received October 21st.

Very truly yours,

June Simmons
Secretary to the
County Court

Enclosures

RECEIVED
OCT 14 1958
ENGINEER
COUNTY & CITY RELATIONS

Oregon Project DS-374(3)
FAS [illegible]

RESOLUTION

10-13-58

WHEREAS, a county road in Coos County, State of Oregon, known as the Myrtle Point-Fairview County Road, is routed through the County of Coos, Oregon, a municipal corporation, and a section of said road has been officially adopted for improvement by the State Highway Commission and Coos County, the section adopted for improvement being more particularly described as follows; to wit:

> A bridge over the North Fork Coquille River located approximately 0.5 mile southeast of Fairview.

AND, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal aid for the improvement of said county road,

AND, WHEREAS, the Department of Commerce, Bureau of Public Roads, will not participate in the construction of said county road until and unless the said County of Coos will guarantee by resolution officially adopted by the County Court, that no encroachments will be permitted upon the right of way of said county road within the limits of the section described above, which will permanently obstruct or interfere with the free and convenient flow of traffic over said county road, and will so regulate parking of vehicles on said county road that the free, convenient, and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said county road, nor impose any regulations of traffic which will operate to discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

NOW, THEREFORE, IT IS HEREBY RESOLVED by the County Court of Coos County, Oregon, that no encroachments will be permitted on the county road known as the Myrtle Point-Fairview County Road, which will permanently or unduly interfere with the free and convenient flow of traffic along said county road; and will so regulate the parking of vehicles along said county road as not to impede the free, convenient, and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said county road, nor impose any regulation of traffic upon said county road which shall unduly discriminate against traffic upon said county road by giving undue preference to traffic upon other intersecting county roads, streets, or avenues.

It is understood that nothing in this resolution of agreement by the County Court shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing laws and regulations respecting the use of said county road, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers, and other public improvements, or to preclude the proper use of said county road for the placement of telephone or electric light poles or other public service facilities.

Passed by the County Court of Coos County, Oregon, this 13th day of October, 1958.

By:

County Judge James [illegible] Harrison

County Commissioner Fred A. Kruse

County Commissioner

ATTEST:

GEORGIANNA VAUGHAN, County Clerk
County Clerk
By E. Elliott
Deputy

cc-12(1956)

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 9, 1958

Coos County Court
Courthouse
Coquille, Oregon

[illegible]

Gentlemen:

Enclosed are two copies of an agreement covering finances, six copies of a maintenance agreement, six copies of an encroachment resolution, and a set of plans and specifications in connection with the North Fork Coquille River (Fairview) Bridge on FAS 252 upon which bids will be received October 21.

The finance agreement covers state and county participation in costs and provides for an advance deposit to be made by the county after the low bid has been determined and prior to award of a contract. The estimated total cost for this project, including engineering and contingencies, is $57,000; however, the low bid received plus 12-1/2% for engineering and contingencies will be the basis for the county's advance deposit. Please treat this estimate as confidential.

The maintenance agreement and encroachment resolution are standard forms required by the Bureau of Public Roads in connection with projects of this nature.

The set of plans and specifications is for your information and records.

If satisfactory, please sign, have the County Clerk attest, with seal, and return all copies of each agreement and five copies of the resolution to this office. After signature by the Highway Commission a fully executed copy of each agreement will be returned for the county's records. All documents should be mailed so as to arrive in Salem not later than October 17.

Very truly yours,

W. C. Williams
State Highway Engineer

By

NOTED
C. G. SWENSON

NOTED
[illegible]

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
Harold G. Ayers

Salem, Oregon
October 9, 1958

SUBJECT: N. Fk. Coquille River
(Fairview Bridge)
Bridge No. 8560

NOTED
V. R. JONES

To: Mr Hagemann
County & City Relations

~~Mr. [illegible] D. Morgan~~
~~Division Engineer~~
~~Oregon State Highway Department~~
~~Roseburg, Oregon~~

#20252

NOTED
John F. Hagemann

Gunter

We are forwarding you two copies of vicinity map and set of plans for the above-mentioned bridge, together with the field notes taken by **Mr. Gunter.**

Coos County is going to do the clearing and grading and wish to start on this immediately. Advised Mr. Hagemann in County and City Relations that I have forwarded these notes to you and arrangements could be made for staking out the center line so that Coos County [illegible] go to work with their forces as soon as this is done and prior to October 21 when this bridge is advertised for letting. This confirms our conversation this morning over the telephone.

EGR

E. G. Ricketts
Assistant Bridge Engineer

EGR/mm
Enclosure
cc: Mr. E. H. Ash—w/enc.

NOTED
E. G. RICKETTS

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

NOTED
C. G. SWENSON

RECEIVED
OCT - 9 1958
ENGINEER
COUNTY & CITY RELATIONS

NOTED
V. R. JONES

NOTED
Harold C. Ayers

October 9, 1958

Mr. Floyd Robb
Coos County Engineer
Courthouse
Coquille, Oregon

FAS 252

NOTED
John F. Hagemann

Dear Mr. Robb:

I checked with Mr. Ricketts re staking the clearing limits and approach fills for the North Fork Coquille River (Fairview) Bridge and he advised he will have someone contact you and stake this work within the next few days.

A copy of the bridge plans and the vicinity map for this project are enclosed for your information.

Very truly yours,

W. C. Williams
State Highway Engineer

By

John F. Hagemann
Assistant County & City Relations Engineer

JFH:mm
Encl.

NOTED
JOHN D. GRAHAM

NOTED
C. G. SWENSON

County of Coos

COQUILLE, OREGON

NOTED
V. R. JONES

NOTED
Harold C. Ayers

September 8, 1958

Mr. C. G. Swenson,
Engineer, County and City Relations
State Highway Department
Salem, Oregon

Re: FAS 252

Dear Mr. Swenson:

Enclosed herewith is a certified copy of the Court Order accepting Right-of-way Deed and Partial Release of Real Property Mortgage obtained from Ken A. Gould and Gloria Gould, husband and wife, and Security Bank of Myrtle Point for right of way required for the Fairview Bridge on the Fairview-McKinley Section of Myrtle Point-Fairview County Road.

The Deed and Release have been recorded with the County Clerk.

Very truly yours,

COOS COUNTY COURT

James W. Harrison
James W. Harrison
County Judge

Fred A. Kruse
Fred A. Kruse
Commissioner

Deed and copy of letter to
Walt Wright 9/11/58

JWH:js
Enclosure JDG

NOTED
C. G. SWENSON

RECEIVED
SEP 11 1958
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 11 1958
ENGINEER
COUNTY & CITY RELATIONS

RECEIVED
[illegible]
FOR FILING

DI 214-2

5367

Salem, Oregon
August 18, 1958

Fairview Bridge No. 8560
Coos County
Drawing 14314

Mr. Ivan D. Merchant
Bridge Engineer
OFFICE

I have looked over the Fairview Bridge over the North Fork of the Coquille. I see it as a simple matter of bridging from bank to bank. I would suggest 10+60 to 12+80.

The high-water data seems to represent the flood of December 1955 and I still do not think that flood was high enough on that stream to use as a design water surface. For a flood of even 25-year frequency, I would go to 129 feet for the design water surface.

Roy C. Edgerton
Research Engineer

RCE:fn

NOTED
V. R.

NOTED
Harold C. Ayers

August 11, 1958

Mr. Floyd Robb
Coos County Engineer
Courthouse
Coquille, Oregon

FAS 252

Dear Mr. Robb:

Enclosed is one option in quadruplicate for right-of-way required for the Fairview Bridge.

If the option form is used in the transaction, please return one signed copy of the form; if the option form is not used, please advise this office of any conditions of the transaction which might affect construction. Right-of-way maps are being mailed under separate cover.

Very truly yours,

W. C. Williams
State Highway Engineer

By

C. G. Swenson
Engineer, County and City Relations

CGS:mm
Encl.

NOTED
G. SWENSON

FORM E30—50M—2-57—1476

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

August 8, 1958
Salem, Oregon

SUBJECT: Option
Fairview-McKinley
Myrtle Point-Fairview

To: C. G. Swenson
County-City Relations Engr.
OFFICE

Attached you will find 1 option form in quadruplet covering right of way to be acquired in connection with Fairview-McKinley Section of the Myrtle Point-Fairview County Road, in Coos County. No Statement of information was furnished.

Please return a copy of the signed option to inform the Highway Engineer of the conditions, if any, on the transaction.

We are attaching 4 prints of map number 1R-5-1172 covering this area and bearing our date of August 7, 1958.

28535 Ken A. & Gloria Gould C.37 acre

Earl F Saling
EARL F. SALING
Right of Way Office Manager

AC
blr
enc. 1 option form
4 prints of map

cc: Frank Morgan
cc: Larry Holt

RECEIVED
AUG 11 1958
ENGINEER
COUNTY & CITY RELATIONS

File

NOTED
John F. Hagemann

NOTED
V. R. JONES

MEMO TO J. W. NASH 7/28/58

FAS 252, COOS COUNTY

TERMINI: Bridge over the North Fork Coquille River approximately 0.5 mile southeast of the junction at Fairview of FAS 252, 250, and 568 ~~(~~North Fork Coquille River (Fairview) Bridge~~)~~

PROPOSED WORK: One concrete bridge 217' long.

LENGTH: 0.041 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION:	$60,000	$32,000	$2,100	$2,100 (Co.)	$6,800 (L)

EXISTING FACILITY: Two 15', one 14', one 21' P.T., one 88' log truss, one 19', one 15' P.T. spans, H.C. 17'-3". Untreated timber, ~~is in~~ deteriorated condition.

ADJACENT SECTIONS: 14' wide gravel wearing surface on 22' roadway.

PROJECT DATA: Construct a 217' long R.C.D.G. bridge, H.C. 24', on a revised location adjacent to the existing bridge. Coos County will construct road approaches as required to state standards.

ROW WIDTH: 60'.

MINIMUM DESIGN STANDARDS: No exceptions.
ACCESS CONTROL: None.
RR XING: None.
SYSTEM ACTION: None required.
PUBLIC HEARING: None required.
UNUSUAL OR COMPLICATED SITUATION: None.

Route data submitted under Oregon Project S-374(2).

NOTED
JOHN D. GRAHAM

JFH:mm

NOTED
C. G. SWENSON

PROPOSED PROJECT (County DS Funds)
COOS COUNTY

FAS 252 - North Fork Coquille River (Fairview) Bridge, $43,000. This bridge is located approximately 0.5 mile southeast of Fairview.

The proposed project is to replace the existing 187' long untreated timber bridge with a new structure having a roadway width of 24'. The project will be for the structure only. Coos County will construct road approaches as required and the existing structure will remain in place to carry traffic. Coos County will also remove the existing bridge when the new one is open to traffic. It is proposed to construct the new bridge on a location immediately upstream, or northeast, of the present bridge. Mr. Floyd Robb, Coos County Engineer, should be contacted prior to making the survey.

The $43,000 programmed above represents the DS funds available to Coos County. The county will pay all costs in excess of this amount.

Approved
6-17-58

DS/FAS-2(58)
6/9/58

FORM E-30X—37,500—2-57—1477

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1958

To: Mr. Tom Edwards
O F F I C E

SUBJECT: Coos County ES Project

RECEIVED
JUN 1 . 1958

Coos County has requested construction of a bridge over the North Fork Coquille River approximately 0.5 mile southeast of Fairview on FAS 252 using available ES funds ($43,000). The county will furnish all costs in excess of the $43,000.

Please see that a vicinity map as required for design of this bridge is prepared as soon as possible.

The proposed ES project will be for a structure only, having a horizontal clearance of 24 feet, to be located adjacent to and northeast of the existing bridge. Coos County will construct road approaches and remove the existing bridge after completion of the new structure. The existing bridge will carry traffic during construction. Mr. Floyd Robb, County Engineer, should be contacted prior to making the survey. A map showing the bridge location is attached.

Forrest Cooper
Deputy State Highway Engineer

Att.
JFH:mm
cc: G. S. Paxson
Ivan Merchant
C. G. Swenson ✓

NOTED
JOHN D. GRAHAM

NOTED
John C. [illegible]

NOTED
C. G. SWENSON

RECEIVED
JUN 10 1958
FOR FILING
68-374(C)
5367

Salem, Oregon
June 6, 1958

Coos County DS Project

Mr. Tom Edwards
OFFICE

Coos County has requested construction of a bridge over the North Fork Coquille River approximately 0.5 mile southeast of Fairview on FAS 252 using available DS funds ($43,000). The county will furnish all costs in excess of the $43,000.

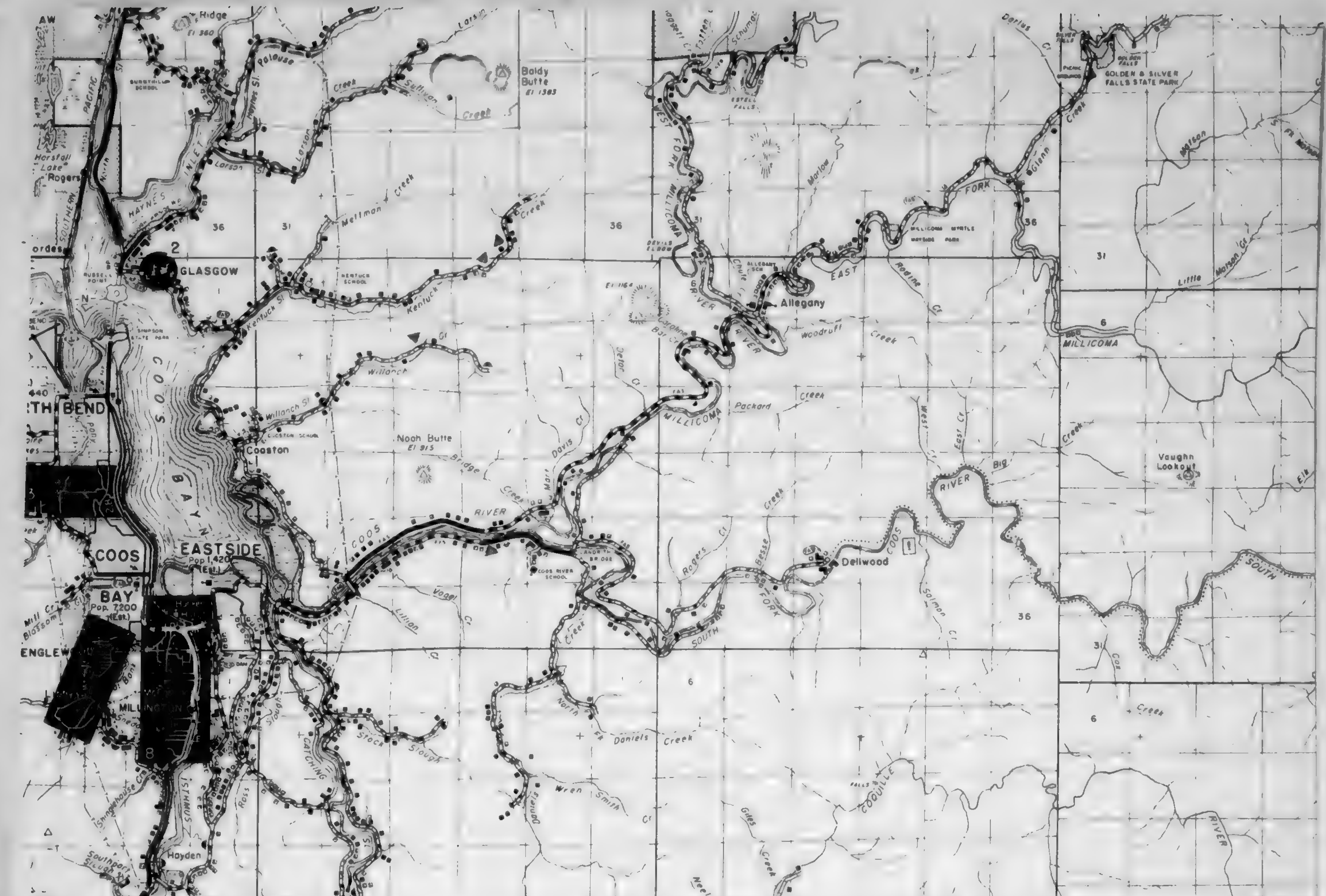
Please see that a vicinity map as required for design of this bridge is prepared as soon as possible.

The proposed DS project will be for a structure only, having a horizontal clearance of 24 feet, to be located adjacent to and northeast of the existing bridge. Coos County will construct road approaches and remove the existing bridge after completion of the new structure. The existing bridge will carry traffic during construction. Mr. Floyd Robb, County Engineer, should be contacted prior to making the survey. A map showing the bridge location is attached.

Forrest Cooper
Deputy State Highway Engineer

Att.

JFH:mm
cc: G. S. Paxson
Ivan Merchant
[illegible]. G. Swenson


Ridge
El 360
Baldy Butte
El 1383
Golden & Silver Falls State Park
Haynes Inlet
Glasgow
North Bend
Coos Bay
Cooston
Noah Butte
El 915
Eastside
Pop 1,420 (Est.)
Coos
Bay
Pop 7,200 (Est.)
Englewood
Millington
Allegany
Millicoma
East Fork Millicoma
West Fork Millicoma River
Millicoma Myrtle Wayside Park
Coos River
Coos River School
South Fork
Dellwood
Vaughn Lookout
Kentuck Creek
Willanch Cr
Catching Slough
Daniels Creek
Hayden
Isthmus Slough
Sumner
Seelander Creek
Blue Ridge
El 1401
Coquille
North Fork
Laverne Falls
Laverne County Park
Coos Mt
El 2300
Hudson
Middle
Green Acres
Beaver
Fairview
Lumber
McKinley
Coquille
Pop 4,781 (Est.)
Cedar Point
Fairview
101
R 13 W
R 12 W
R 11 W
R 10 W
124° 15'
124° 10'
124° 05'
124° 00'
123° 55'

Proposed Br.
FAS 252

U-131(19)   Redwood Hwy. Jct. Sec.   1958
FI-27(9)
#5368

RECEIVED
FOR FILING

FORM [illegible] 5-62 43909

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 25, 1962

SUBJECT: Citation for Utility Adjustments
City of Grants Pass
Redwood Highway Junction Section
Redwood & Pacific Highways
Josephine County
Contract No. 5368

To:

Mr. L. H. Young
Office Engineer
BUILDING

Attached you will find a copy of reports from Mr. L. R. Chandler and Mr. P. R. Barnhart concerning the Bureau of Public Roads' citation for work done by the City of Grants Pass on the subject section. The attached reports are self-explanatory, and so my comments will deal with the reason for the citation. The citation is made for the difference between the final bill, $4,325.70, and the original estimate, $1,997.25, or $2328.45.

The original estimate and sketch map were submitted on August 15, 1958 by Mr. R. J. Carstensen (a copy of each is attached hereto.). The Bureau of Public Roads authorized the adjustment of water line to proceed on August 21, 1958, stating that if Federal participation was desired, it would be necessary to include this work in a future estimate. This estimate and sketch were transmitted to the Bureau on August 20, 1958, so apparently these two letters crossed in the mail. The work, as actually completed, contained six items which were included in the City's order, but not included in the original estimate, and four items which were not anticipated.

Paragraph 7-d of PPM 30-4 states: "In the event it is determined that a substantial change from the statement of work contained in the agreement is required, reimbursement therefor shall be limited to costs covered by a modification of the agreement or a written change or extra work order approved by the State and the Division Engineer."

In this case no such change order was submitted and it appears that the State is guilty of violating this paragraph of PPM 30-4, and therefore the Bureau will not participate.

It is recommended that the State not pursue this further in attempting to recover reimbursement from the Bureau of Public Roads. With the appointment of the Field Utilities Liaison Engineers, who followup utility adjustments after the projects are under construction, we feel that this is unlikely to happen again.

TWL:fp
cc R. L. Porter
C. H. Maison
L. R. Chandler
A. L. Chapman
P. R. Barnhart

F. D. Morgan
Construction Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant Construction Engineer

RECEIVED
SEP 26 1962
OFFICE OF
STATE HIGHWAY ENGINEER

PAGE OF PAGES

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

SCHEDULE OF EXCEPTIONS

ATTACHMENT TO AUDIT CERTIFICATE COVERING	PROJECT NUMBER [illegible]	VOUCHER NUMBER [illegible]	AMOUNT CLAIMED [illegible]

ITEM NO.

DIVISION OFFICE NO

EXCEPTION

[illegible]

[illegible] ... 7% of [illegible]

[illegible] - moved [illegible]

[illegible]

[illegible] old [illegible] of the highway [illegible]

[illegible]

$2,323.45

REPLACES FORM PR-302, WHICH IS OBSOLETE

☆ U. S. GOVERNMENT PRINTING OFFICE : 1961—587863

USCOMM-DC 49112-P61

FORM [illegible] 6 61 36681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
Sept. [illegible], 19[illegible]

SUBJECT: Assignment 207-K
Citations for Utility Adjustments
Redwood Highway Junction Section
Contract 5963
Josephine County

To: F. D. Morgan
Construction Engineer
Salem, Oregon

Att: F. B. Klaboe

Herewith a report from Paul [illegible], Utility Liaison Engineer, on the subject of the citations by the Bureau of Public Roads for the utility adjustments on the Redwood Highway Junction Section, contract 5963. The part of the whole report [illegible] to an estimate of the cost of this work submitted by Mr. Chapman of this office in the amount of $4200.00 was approved. In securing the estimate, Mr. Clark Green, Water Department Supervisor, was consulted and helped arrive at the figure. After the award of the contract, Mr. Chapman went to the city for a check on the original estimate prior to writing the State Force Order. He was advised by Mr. [illegible], the City Manager, and Mr. Carstenson, the City Engineer, that the adjustments could be made for about one-half the estimated cost. After a check, Mr. Carstenson again advised that the proper amount was about $2100.00.

During the actual construction, Chapman checked three times with Mr. Green, and was advised that the costs were running very close to the estimate. However, their communications were not complete and Mr. Green did not realize that the estimate had been cut in half; Mr. Chapman did not know that Mr. Green had not been advised of this. At the end, the actual cost was very slightly over the original estimate of $4200.00. The work involved was all inside the city limits, inside the limits of the project and it is recommended that the Bureau accept the extra charges as a part of the job cost.

L R Chandler
L. R. Chandler
Division Engineer

LRC:ds
encl.

FORM E-50X—50M—11-61—40231

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

To: [illegible]

SUBJECT: [illegible]

[illegible]

[illegible]
[illegible] Engineer [illegible] September 11, 1962

[illegible] on the S.F.O.; [illegible] and included [illegible] of commun- [illegible] estimate [illegible] advised [illegible] the [illegible]

[illegible]
[illegible] Engineer

[illegible]
[illegible]

TELEPHONE GR 6-6641

POST OFFICE BOX 70

City of Grants Pass
ADMINISTRATIVE OFFICES
CITY HALL • FOURTH AND H STREETS
GRANTS PASS
OREGON

August 15, 1958

Mr. Tom Edwards
Construction Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Edwards;

With this letter we are submitting an estimate of costs and a sketch of the relocation of certain water lines which are involved in the construction of the Redwood Highway Junction section of the Pacific Highway (your project No. A-19 Federal Road Division No. 8).

An estimate of our costs is as follows:
Temporary connections in areas # 1 & 2 (see sketch)

Materials

a.	770 feet 2" pipe @ 1.00 per ft.	770.00
b.	2-6 x 2½" saddles @15.00 each	30.00
c.	2-2" valves @ 19.00	38.00
d.	1 yd. concrete (replace paving surface)	15.00
	Total Materials	$853.00

Labor

a.	770 feet pipe installation @0.50 per ft.	385.00
b.	3 service connections @ $12.00 each	36.00
c.	install saddles & valves @ $25.00 each	50.00
	Total Labor	$471.00

Cost of removal of temporary connections after completion of structures plus cost to connect up to new work (which is not charged in this estimate) would offset any salvage we might expect of the 2" lines.

Also in Area #2 (see sketch) we will have to relocate an existing 1½" line so as to remove it from an area of heavy cut. The cost of relocating this line is as follows:

Material

575 feet of 1½" pipe @ 0.65 per foot.	$373.75

Labor

Install 575 ft of 1½" line at 0.50 per ft.	$287.50
Make 1 service connection @ 12.00	12.00
Total	$673.25

B

There is no salvage value in the existing 1½" pipe. The cost of removing it would outweigh its worth.

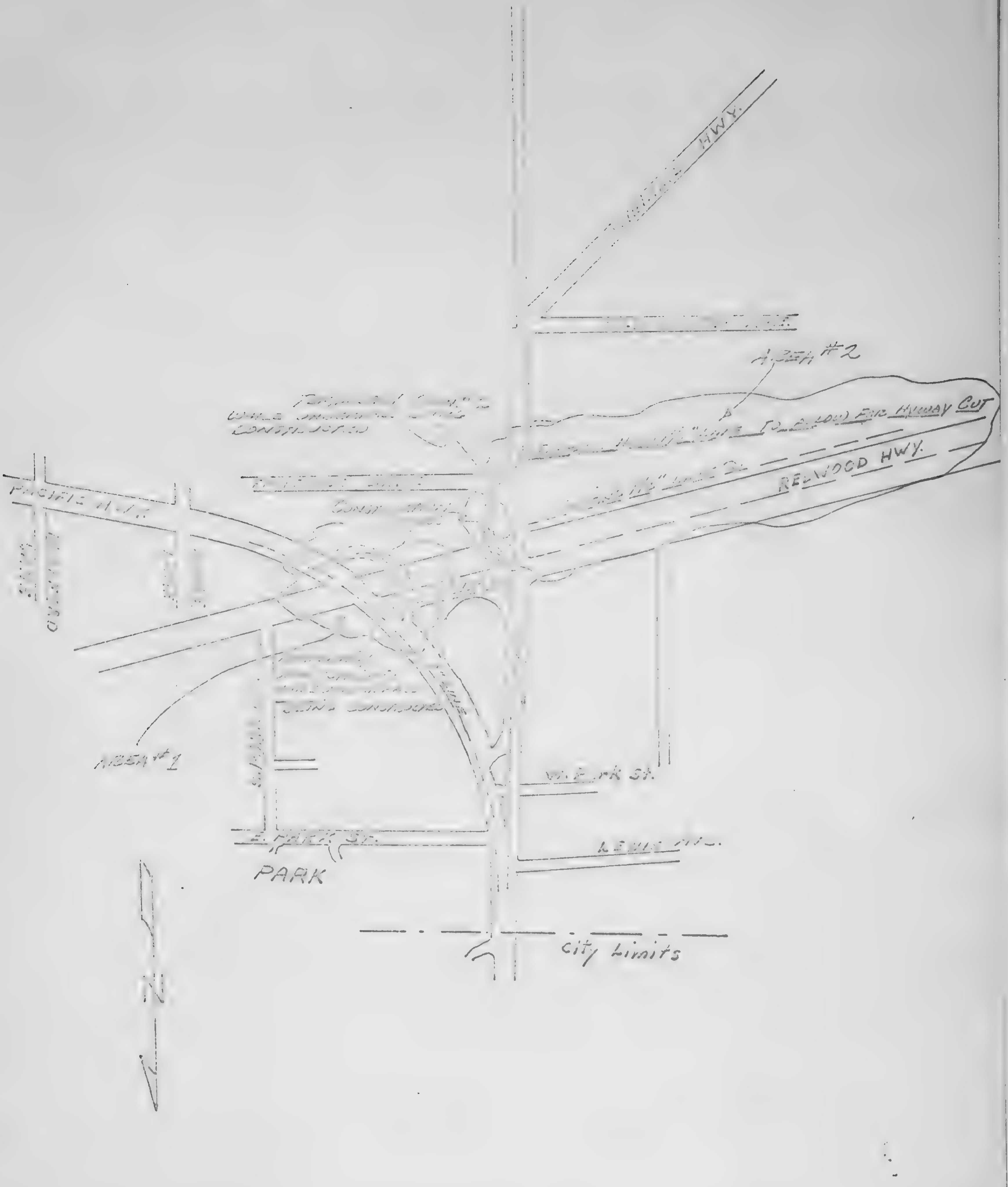
Total estimated cost to us to keep our water lines in service during construction and to relocate necessary lines is $1,997.25

This letter is being forwarded to your office in compliance with section 6 of the State Highway Engineer's letter to all Public Utility Companies in regards to adjustments of Public Utilities on State Highway Construction Projects.

Yours truly,

[illegible] Christensen
City Engineer

[illegible]


HWY.
AREA #2
HIWAY CUT
REDWOOD HWY.
PACIFIC HWY.
AREA #1
W. Park St.
E. PARK ST.
LEWIS AVE.
PARK
City Limits
N

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G 29 1962
FOR FILING

5364

477 Cottage Street N.E.
Salem, Oregon

August 28, 1962

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

08-35.5

Oregon Project U-131(19)
Redwood Jct. Interchange Section
Voucher No. 15 - Final
Net amount claimed $80,622.00

The subject voucher has been approved in the reduced amount of $79,120.00. Deduction has been made in accordance with the attached Schedules of Exceptions Nos. 3, 4 & 5.

Total amount of deduction	$2,349.68
Federal-aid pro-rata	63.93%
Net deduction in even dollars	$1,502.00

In the event you disagree with the deduction made, it will be necessary to present a reclaim in accordance with Instructional Memorandum 4-1-61.

Attach.

original To Young
with attachments
8-29-62

NOTED
R. L. PORTER

RECEIVED
AUG-18 1961
FOR FILING
[illegible]
[illegible]

FORM CD-121
(9-22-59)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon

TO : Mr. W. C. Williams, State Highway Engineer
Salem, Oregon

DATE: August 14, 1961

CGPolk

FROM : C. G. Polk, Division Engineer
08-35.5 Salem, Oregon

SUBJECT: Modification of Federal-aid Project Agreement

Attached are two copies of a proposed modification of a Federal-aid project agreement for the following project:

U-131(19) Redwood Highway Junction Section

If the project agreement is satisfactory, it should be signed and returned to this office.

Attachments - 2

RECEIVED

Monthly transaction number 8-61

Project report number 21

Fo[illegible]-2A
(5-[illegible]57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

ate **Oregon**

County **Josephine**

Project number **U-131(19)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 18**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project $ **1,135,489**

Revised Federal funds $ **721,157**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **17** day of **August**, 19**61**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By____________________

State Highway Engineer
(Title)

By____________________

(Title)

By____________________

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By **C. G. Polk**
Division Engineer

By: C. C. Pike
Acting Administrative Manager

August 16, 1961

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by a Highway Official, for the Redwood Highway Junction Section, Project No. U-131(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:lt

Contract 5258 ✓ 4-19-60

Monthly transaction number

RECEIVED
4 22
PR 2 1960

Project report number 16

FOR FILING

U-131 (19)
FT-27(9)
5368

Form 2A
(5-31-57)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

State **Oregon**

County **Josephine**

Project number **U-131(19)**

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 18**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project $ **1,153,912**

Revised Federal funds $ **707,000**

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the **19** day of **April**, 19**60**.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Forrest Cooper

Deputy **State Highway Engineer**
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **XX C. G. Polk**
Division Engineer

By: R C Wright
R. C. Wright
Administrative Manager

April 14, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Redwood Highway Junction Section, Project No. U-131(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

April 1, 1960

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Redwood Highway Junction Section, Project No. U-131(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

Enc.
RNC:sw

Oregon State Highway Department

Federal Aid
Project No. U-131(19)

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, March 31, 1960

Type Code P.E.

Preliminary Engineering	All Required	$	$ 11,000.00

Type Code X431
Rogue River Bridge (Northbound Sta. 1338+25 to Sta. 1344+30) (Contract No. 5258)

Shoring, Cribbing, etc.	All Required	$	$ 23,400.00
Structural Excavation	1,400 cu. yds.	2.60	3,640.00
Excavation Below Elevation Shown	200 cu. yds.	10.00	2,000.00
Furnish Steel Piling	250 lin. ft.	5.10	1,275.00
Drive Steel Piles	5 only	150.00	750.00
Class "A" Concrete	1,503 cu. yds.	65.00	97,695.00
Metal Reinforcement	227,000 lbs.	0.14	31,780.00
Structural Steel	All Required		175,400.00
Metal Rail	1,225 lin. ft.	10.00	12,250.00
8-inch Metal Drain Pipe	25 lin. ft.	3.00	75.00
Concrete Slab Riprap	130 sq. yds.	8.00	1,040.00
			$349,305.00

Type Code X220
Pacific Highway Overcrossing (Sta. 16+04.16 to Sta. 16+57.16) (Contract No. 5368)

Structural Excavation	200 cu. yds.	$ 4.00	$ 800.00
Class "A" Concrete	1,325 cu. yds.	53.00	70,225.00
Metal Reinforcement	440,450 lbs.	0.12	52,854.00
Waterproofing	130 sq. yds.	3.00	390.00
			$124,269.00

Type Code X721
Williams Highway Undercrossing (Sta. "LW2" 1+47 to Sta. "LW2" 2+47) (Contract 5368)

Structural Excavation	250 cu. yds.	$ 8.00	$ 2,000.00
Structural Excavation Below Elevation Shown	45 cu. yds.	16.00	720.00
Class "A" Concrete	278 cu. yds.	66.00	18,348.00
Metal Reinforcement	62,600 lbs.	0.125	7,825.00
Metal Handrail	220 lin. ft.	10.00	2,200.00
Concrete Slab Riprap	380 sq. yds.	7.00	2,660.00
			$ 33,753.00

Subtotal	$507,327.00
10% Engr. & Cont.	50,732.70
Total	$558,059.70

Type Code 6201

Roadway (Sta. 0+00 to Sta. 32+15.55) (Contract No. 5368)

Clearing and Grubbing	All	Required	(60%)	$ 25,200.00
Removal of Curbs	1,680	lin. ft.	$ 0.30	504.00
Removal of Curbs and Gutters	570	lin. ft.	0.40	228.00
Removal of Traffic Markers	240	lin. ft.	0.30	72.00
Removal of Inlets	2	only	30.00	60.00
Removal of Miscellaneous Concrete and Masonry	All	Required	(97%)	4,841.75
Drainage Excavation, Unclassified	8,700	cu. yds.	3.00	26,100.00
General Excavation, Unclassified	165,300	cu. yds.	0.55	90,915.00
Short Overhaul	94,600	yd. sta.	0.01	946.00
Long Overhaul	100	C-yd. sta.	0.35	35.00
Finishing Roadbed and Slopes	All	Required	(60%)	3,000.00
Rounding Cutbanks	3,700	lin. ft.	0.20	740.00
Furnishing and Placing Topsoil	7,000	cu. yds.	1.80	12,600.00
12-inch Corrugated Metal Pipe	250	lin. ft.	3.60	900.00
18-inch Corrugated Metal Pipe	70	lin. ft.	4.80	336.00
12-inch Concrete Pipe	50	lin. ft.	2.10	105.00
18-inch Concrete Pipe	360	lin. ft.	3.80	1,368.00
8-inch Sewer Pipe	760	lin. ft.	1.50	1,140.00
10-inch Sewer Pipe	500	lin. ft.	1.80	900.00
12-inch Sewer Pipe	2,400	lin. ft.	2.10	5,040.00
15-inch Sewer Pipe	1,900	lin. ft.	2.50	4,750.00
18-inch Sewer Pipe	1,050	lin. ft.	3.50	3,675.00
24-inch Sewer Pipe	1,600	lin. ft.	4.50	7,200.00
30-inch Reinforced Sewer Pipe	800	lin. ft.	8.50	6,800.00
36-inch Reinforced Sewer Pipe	400	lin. ft.	12.50	5,000.00
42-inch Reinforced Sewer Pipe	730	lin. ft.	14.00	10,220.00
12-inch Corrugated Metal Siphon Pipe	750	lin. ft.	6.50	4,875.00
15-inch Corrugated Metal Siphon Pipe	130	lin. ft.	8.00	1,040.00
12-inch Concrete Siphon Pipe	44	lin. ft.	3.00	132.00
Concrete End Basins	12	cu. yds.	80.00	960.00
2-inch Galvanized Water Pipe	110	lin. ft.	1.40	154.00
2½-inch Galvanized Water Pipe	280	lin. ft.	1.80	504.00
1½-inch Electrical Conduit	2,330	lin. ft.	1.40	3,262.00
8-inch Metal Drain Pipe	140	lin. ft.	3.00	420.00
8-inch Perforated Metal Drain Pipe	4,400	lin. ft.	2.20	9,680.00
Special Backfill in Drains	1,250	cu. yds.	5.00	6,250.00
4-inch Coated Steel Pipe, 14 Gage	660	lin. ft.	2.00	1,320.00
6-inch Coated Steel Pipe, 14 Gage	840	lin. ft.	2.50	2,100.00
4-inch Gate Valves	2	only	100.00	200.00
6-inch Gate Valves	1	only	200.00	200.00
Extra for Pipe under Pavement	530	lin. ft.	5.00	2,650.00
Concrete Inlets, Type "G"	30	only	80.00	2,400.00
Concrete Inlets, Type "G-1"	6	only	80.00	480.00
Concrete Inlets, Type "G-2"	1	only	80.00	80.00
Concrete Inlets, Type "CG"	4	only	80.00	320.00
Concrete Inlets, Type "CG-1"	6	only	80.00	480.00
Concrete Inlets, Type "D"	10	only	80.00	800.00

Concrete Manholes	24 only	$ 2.50	$ 60.00
Adjustment of Manholes	1 only	50.00	50.00
Adjust and Seal Inlets	6 only	40.00	240.00
Class "A" Concrete in Box Culverts and Headwalls	40 cu. yds.	52.00	2,080.00
Metal Reinforcement in Box Culverts and Headwalls	4,200 lbs.	0.13	546.00
Concrete Curbs	480 cu. yds.	40.00	19,200.00
Concrete Walks	1,900 sq. yds.	3.50	6,650.00
Concrete in Islands	70 cu. yds.	37.00	2,590.00
Metal Guard Rail	1,700 cu. yds.	2.80	4,760.00
Coarse Crushed Material in Base	30,400 tons	2.15	65,360.00
3/4" - 0 Material in Base	6,950 tons	2.25	15,637.50
Sprinkling	840 M-gals.	3.00	2,520.00
Preparation of Base	All Required	(60%)	1,200.00
3/4" - 0 Material in Binder Course	630 tons	3.15	1,984.50
Furnishing and Placing Aggregates	1,140 tons	3.60	4,104.00
RC-3 Asphalt	70 tons	48.00	3,360.00
120-150 Asphalt	76 tons	48.00	3,648.00
RS-1 Asphalt	22 tons	50.00	1,100.00
Class "B" Asphaltic Concrete	10,600 tons	6.05	64,130.00
Asphaltic Concrete Traffic Markers	2,600 lin. ft.	0.60	1,560.00
			$451,762.75
Additional Drainage Work to be paid by Josephine County			-11,565.90 Cr.
			$440,196.85
Work by City of Grants Pass	All Required		1,990.00
Work by California Oregon Power Co.	All Required		3,620.00
Adjust Curb Drains and Valve Boxes	All Required		500.00
Signing (Temporary)	All Required		1,400.00
Flagging (57½% of Contractor's Costs)	All Required		7,500.00
Seeding and Mulching	All Required		2,600.00
			$457,806.85

Signing, Illumination and Signals (Sta. 0+00 to Sta. 32+15.55)
(Contract No. 5553)

Removal of Existing Sign Installation	All Required	(80%)	$ 404.52
Single Post Butterfly Mast Arm Sign Structure	4 only	$1,502.00	6,008.00
Metal Posts in Place	All Required		696.00
Wood Posts in Place	All Required	(85%)	1,748.45
Type "A" Signs in Place	1,043.6 sq. ft.	8.25	8,609.70
Type "C" and "D" Signs in Place	552.6 sq. ft.	5.00	2,763.00
Type "E" Signs in Place	145.6 sq. ft.	5.25	764.40
Type "J" Signs in Place	21.6 sq. ft.	6.00	129.60
Illumination in Place	All Required		29,210.00
Traffic Signals in Place	All Required		15,090.00
			$ 65,423.67
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 65,923.67

Roadside Improvement (Northbound Sta. 1342+20 to Sta. 1349+50)
(Contract No. 5610)

1/2-inch Galvanized Steel Pipe	550	lin. ft.	$ 0.55	$ 302.50
3/4-inch Galvanized Steel Pipe	440	lin. ft.	0.65	286.00
1-inch Galvanized Steel Pipe	720	lin. ft.	0.72	518.40
1¼-inch Galvanized Steel Pipe	430	lin. ft.	0.86	369.80
1½-inch Galvanized Steel Pipe	270	lin. ft.	0.90	243.00
2-inch Galvanized Steel Pipe	300	lin. ft.	1.10	330.00
1-inch Section Control Valves	1	only	17.50	17.50
1¼-inch Section Control Valves	1	only	25.00	25.00
2-inch Section Control Valves	4	only	35.00	140.00
1½-inch Gate Valves	1	only	20.00	20.00
2½-inch Gate Valves	1	only	50.00	50.00
1-inch Quick-coupling Hose Valve	6	only	12.50	75.00
1/2-inch Drain Valve	12	only	20.00	240.00
Pop-up Rotary Sprinkler Head Full Circle	8	only	25.00	200.00
Pop-up Rotary Sprinkler Head Half Circle	5	only	25.00	125.00
Shrubbery Sprinkler Heads	90	only	2.50	225.00
Stairway	All	Required		375.00
Furnishing and Planting Shrubs	260	only	5.97	1,552.20
Furnishing and Planting Vines	4,600	only	0.31	1,426.00
Lawn Construction	0.41	acre	1,750.00	717.50
Grass Seed Highland Bentgrass	40	lbs.	0.55	22.00
Grass Seed Creeping Red Fescue	50	lbs.	0.55	27.50
Grass Seed Merion Bluegrass	20	lbs.	1.00	20.00
Organic Fertilizer 5-3-2	13	cwt.	6.50	84.50
Inorganic Fertilizer 10-16-8	4	cwt.	5.00	20.00
Sawdust	31	units	14.25	441.75
				$ 7,853.65
Flagging (57½% of Contractor's Cost)	All	Required		100.00
				$ 7,953.65
	Subtotal			$531,684.17
	10% Engr. & Cont.			53,167.83
	Total			$584,852.00

Length of Roadway - - - - - - - - - - 0.599 Mile (Southbound lane)
Length of 2 Structures - - - - - - - 0.010 Mile (Southbound lane)
Length of 1 Structure - - - - - - - - 0.115 Mile (Northbound lane)
Length of Project - - - - - - - - - - 0.609 Mile (Southbound lane)
Cost of Roadway Per Mile- - - - - - - $976,380.63

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structures	558,059.70	345,000.00	213,059.70
Roadway	584,852.00	356,000.00	228,852.00
	$1,153,911.70	$707,000.00	$446,911.70

State Funds For Const: Chap. 175, laws 1917; Chap 31, laws 1920;
Chap. 529, laws 1939.

State Funds For Maint: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. U-131(19)

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, January 21, 1960

Type Code P.E.

Preliminary Engineering	All Required	$	$ 11,000.00

Type Code X431
Rogue River Bridge (Northbound Sta. 1338+25 to Sta. 1344+30)(Contract No. 5258)

Shoring, Cribbing, etc.	All	Required	$	$ 23,400.00
Structural Excavation	1,400	cu. yds.	2.60	3,640.00
Excavation Below Elevation Shown	200	cu. yds.	10.00	2,000.00
Furnish Steel Piling	250	lin. ft.	5.10	1,275.00
Drive Steel Piles	5	only	150.00	750.00
Class "A" Concrete	1,503	cu. yds.	65.00	97,695.00
Metal Reinforcement	227,000	lbs.	0.14	31,780.00
Structural Steel	All	Required		175,400.00
Metal Rail	1,225	lin. ft.	10.00	12,250.00
8-inch Metal Drain Pipe	25	lin. ft.	3.00	75.00
Concrete Slab Riprap	130	sq. yds.	8.00	1,040.00
				$349,305.00

Type Code X220
Pacific Highway Overcrossing (Sta. 16+04.16 to Sta. 16+57.16)(Contract #5368)

Structural Excavation	200	cu. yds.	$4.00	$ 800.00
Class "A" Concrete	1,325	cu. yds.	53.00	70,225.00
Metal Reinforcement	440,450	lbs.	0.12	52,854.00
Waterproofing	130	sq. yds.	3.00	390.00
				$124,269.00

Type Code X223 721 Under
Williams Highway Overcrossing (Sta. "LM2" 1+47 to Sta. "LM2" 2+47)(Cont. #5368)

Structural Excavation	250	cu. yds.	$8.00	$ 2,000.00
Structural Excavation Below Elevation Shown	45	cu. yds.	16.00	720.00
Class "A" Concrete	278	cu. yds.	66.00	18,348.00
Metal Reinforcement	62,600	lbs.	0.125	7,825.00
Metal Handrail	220	lin. ft.	10.00	2,200.00
Concrete Slab Riprap	380	sq. yds.	7.00	2,660.00
				$ 33,753.00

Subtotal	$507,327.00
10% Engr. & Cont.	50,732.70
Total	$558,059.70

Type Code 6201
Roadway (Sta. 0+00 to Sta. 32+15.55)(Contract No. 5368)

Clearing and Grubbing	All	Required (60%)		$ 25,200.00
Removal of Curbs	1,680	lin. ft.	$0.30	504.00

Removal of Curbs and Gutters	570 lin. ft.	$0.40	$ 228.00
Removal of Traffic Markers	240 lin. ft.	0.30	72.00
Removal of Inlets	2 only	30.00	60.00
Removal of Miscellaneous Concrete and Masonry	All Required (97%)		4,841.75
Drainage Excavation, Unclassified	8,700 cu. yds.	3.00	26,100.00
General Excavation, Unclassified	165,300 cu. yds.	0.55	90,915.00
Short Overhaul	94,600 yd. sta.	0.01	946.00
Long Overhaul	100 C-yd.sta.	0.35	35.00
Finishing Roadbed and Slopes	All Required (60%)		3,000.00
Rounding Cutbanks	3,700 lin. ft.	0.20	740.00
Furnishing and Placing Topsoil	7,000 cu. yds.	1.80	12,600.00
12-inch Corrugated Metal Pipe	250 lin. ft.	3.60	900.00
18-inch Corrugated Metal Pipe	70 lin. ft.	4.80	336.00
12-inch Concrete Pipe	50 lin. ft.	2.10	105.00
18-inch Concrete Pipe	360 lin. ft.	3.80	1,368.00
8-inch Sewer Pipe	760 lin. ft.	1.50	1,140.00
10-inch Sewer Pipe	500 lin. ft.	1.80	900.00
12-inch Sewer Pipe	2,400 lin. ft.	2.10	5,040.00
15-inch Sewer Pipe	1,900 lin. ft.	2.50	4,750.00
18-inch Sewer Pipe	1,050 lin. ft.	3.50	3,675.00
24-inch Sewer Pipe	1,600 lin. ft.	4.50	7,200.00
30-inch Reinforced Sewer Pipe	800 lin. ft.	8.50	6,800.00
36-inch Reinforced Sewer Pipe	400 lin. ft.	12.50	5,000.00
42-inch Reinforced Sewer Pipe	730 lin. ft.	14.00	10,220.00
12-inch Corrugated Metal Siphon Pipe	750 lin. ft.	6.50	4,875.00
15-inch Corrugated Metal Siphon Pipe	130 lin. ft.	8.00	1,040.00
12-inch Concrete Siphon Pipe	44 lin. ft.	3.00	132.00
Concrete End Basins	12 cu. yds.	80.00	960.00
2-inch Galvanized Water Pipe	110 lin. ft.	1.40	154.00
2½-inch Galvanized Water Pipe	280 lin. ft.	1.80	504.00
1½-inch Electrical Conduit	2,330 lin. ft.	1.40	3,262.00
8-inch Metal Drain Pipe	140 lin. ft.	3.00	420.00
8-inch Perforated Metal Drain Pipe	4,400 lin. ft.	2.20	9,680.00
Special Backfill in Drains	1,250 cu. yds.	5.00	6,250.00
4-inch Coated Steel Pipe, 14 Gage	660 lin. ft.	2.00	1,320.00
6-inch Coated Steel Pipe, 14 Gage	840 lin. ft.	2.50	2,100.00
4-inch Gate Valves	2 only	100.00	200.00
6-inch Gate Valves	1 only	200.00	200.00
Extra for Pipe Under Pavement	530 lin. ft.	5.00	2,650.00
Concrete Inlets, Type "G"	30 only	80.00	2,400.00
Concrete Inlets, Type "G-1"	6 only	80.00	480.00
Concrete Inlets, Type "G-2"	1 only	80.00	80.00
Concrete Inlets, Type "CG"	4 only	80.00	320.00
Concrete Inlets, Type "CG-1"	6 only	80.00	480.00
Concrete Inlets, Type "D"	10 only	80.00	800.00
Concrete Manholes	24 only	2.50	60.00
Adjustment of Manholes	1 only	50.00	50.00
Adjust and Seal Inlets	6 only	40.00	240.00
Class "A" Concrete in Box Culverts and Headwalls	40 cu. yds.	52.00	2,080.00

Metal Reinforcement in Box Culverts and Headwalls	4,200	lbs.	$0.13	$ 546.00
Concrete Curbs	480	cu. yds.	40.00	19,200.00
Concrete Walks	1,900	sq. yds.	3.50	6,650.00
Concrete in Islands	70	cu. yds.	37.00	2,590.00
Metal Guard Rail	1,700	cu. yds.	2.80	4,760.00
Coarse Crushed Material in Base	30,400	tons	2.15	65,360.00
3/4" - 0 Material in Base	6,950	tons	2.25	15,637.50
Sprinkling	840	M-gal.	3.00	2,520.00
Preparation of Base	All	Required (60%)		1,200.00
3/4" - 0 Material in Binder Course	630	tons	3.15	1,984.50
Furnishing and Placing Aggregates	1,140	tons	3.60	4,104.00
RC-3 Asphalt	70	tons	48.00	3,360.00
120-150 Asphalt	76	tons	48.00	3,648.00
RS-1 Asphalt	22	tons	50.00	1,100.00
Class "B" Asphaltic Concrete	10,600	tons	6.05	64,130.00
Asphaltic Concrete Traffic Markers	2,600	lin. ft.	0.60	1,560.00
				$451,762.75
Additional Drainage Work to be paid by Josephine County				-11,565.90 Cr.
				$440,196.85
Work by City of Grants Pass	All	Required		1,990.00
Work by California Oregon Power Co.	All	Required		3,620.00
Adjust Curb Drains and Valve Boxes	All	Required		500.00
Signing (Temporary)	All	Required		1,400.00
Flagging (57½% of Contractor's Costs)	All	Required		7,500.00
Seeding and Mulching	All	Required		2,600.00
				$457,806.85

Signing, Illumination and Signals (Sta. 0+00 to Sta. 32+15.55)(Contract #5553)

Removal of Existing Sign Installation	All	Required (80%)		$ 404.52
Single Post Butterfly Mast Arm Sign Structure	4	only	$1,502.00	6,008.00
Metal Posts in Place	All	Required		696.00
Wood Posts in Place	All	Required (85%)		1,748.45
Type "A" Signs in Place	1,043.6	sq. ft.	8.25	8,609.70
Type "C" and "D" Signs in Place	552.6	sq. ft.	5.00	2,763.00
Type "E" Signs in Place	145.6	sq. ft.	5.25	764.40
Type "J" Signs in Place	21.6	sq. ft.	6.00	129.60
Illumination in Place	All	Required		29,210.00
Traffic Signals in Place	All	Required		15,090.00
				$ 65,423.67
Flagging (57½% of Contractor's Cost)	All	Required		500.00
				$ 65,923.67

Roadside Improvement (Northbound)(Sta. 1342+00 to Sta. 1349+50)

½-inch Galvanized Steel Pipe	550	lin. ft.	$0.57	$ 313.50
3/4-inch Galvanized Steel Pipe	440	lin. ft.	0.60	264.00
1-inch Galvanized Steel Pipe	720	lin. ft.	0.83	597.60
1¼-inch Galvanized Steel Pipe	430	lin. ft.	1.05	451.50

1½-inch Galvanized Steel Pipe	270 lin. ft.	$1.24	$ 334.80
2-inch Galvanized Steel Pipe	300 lin. ft.	1.48	444.00
1-inch Section Control Valves	1 only	13.00	13.00
1½-inch Section Control Valves	1 only	16.00	16.00
2-inch Section Control Valves	4 only	28.00	112.00
1¼-inch Gate Valves	1 only	20.00	20.00
2½-inch Gate Valves	1 only	30.00	30.00
1-inch Quick-Coupling Hose Valves	6 only	10.00	60.00
¾-inch Drain Valves	12 only	5.75	69.00
Pop-up Rotary Sprinkler Head Full Circle	8 only	15.00	120.00
Pop-up Rotary Sprinkler Head Half Circle	5 only	15.00	75.00
Shrubbery Sprinkler Heads	90 only	1.50	135.00
Stairway	All Required		400.00
Furnishing and Planting Shrubs	260 only	3.00	780.00
Furnishing and Planting Vines	4,600 only	0.45	2,070.00
Lawn Construction	0.41 acre	1,200.00	492.00
Grass Seed Highland Bentgrass	40 lbs.	0.75	30.00
Grass Seed Creeping Red Fescue	50 lbs.	0.55	27.50
Grass Seed Merion Bluegrass	20 lbs.	0.75	15.00
Organic Fertilizer, 5-3-2	13 cwt.	5.00	65.00
Inorganic Fertilizer 10-16-8	4 cwt.	5.00	20.00
Sawdust	31 units	12.50	387.50
			$ 7,342.40
Flagging (57½% of Contractor's Cost)	All Required		100.00
			$ 7,442.40
	Subtotal		$531,172.92
	10% Engr. & Cont.		53,117.08
	Total		$584,290.00

Length of Roadway - - - - - - - - 0.599 Mile (Southbound Lane)
Length of 2 Structures- - - - - 0.010 Mile (Southbound Lane)
Length of 1 Structure - - - - - 0.115 Mile (Northbound Lane)
Length of Project - - - - - - - - 0.609 Mile (Southbound Lane)
Cost of Roadway Per Mile- - - - $975,442.40

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structures	558,059.70	345,000.00	213,059.70
Roadway*	584,290.00	356,000.00	228,290.00
	$1,153,349.70	$707,000.00	$446,349.70

* Summary of Funds

P.A. Status	$ 576,103.00	$351,000.00
P.S. & E. Status	8,187.00	5,000.00
	$ 584,290.00	$356,000.00

REDWOOD HIGHWAY JUNCTION SECTION

PROJECT NO. U-131(19)

Summary of nonparticipation work done at the request of Josephine County on drainage system.

Normal construction required without County drainage requirement.

Item	Quantity	Unit Price	Total
12-inch Concrete Sewer Pipe	252 lin. ft.	$2.10	$ 529.20
15-inch Concrete Sewer Pipe	328 lin. ft.	2.50	820.00
30-inch Reinforced Concrete Sewer	1,024 lin. ft.	8.50	8,704.00
Drainage Excavation, Unclassified	1,870 cu. yds.	3.00	5,610.00
		Total	$15,663.20

Construction required to provide County drainage requirement.

Item	Quantity	Unit Price	Total
24-inch Concrete Sewer Pipe	868 lin. ft.	$4.50	$ 3,906.00
36-inch Reinforced Concrete Sewer Pipe	356 lin. ft.	12.50	4,450.00
42-inch Reinforced Concrete Sewer Pipe	668 lin. ft.	14.00	9,352.00
Extra for Pipe Under Pavement	25 lin. ft.	5.00	125.00
Concrete Manhole	1 only	2.50	2.50
Class "A" Concrete in Headwalls	4 cu. yds.	52.00	208.00
Metal Reinforcement	320 lin. ft.	0.13	41.60
Drainage Excavation, Unclassified	3,048 cu. yds.	3.00	9,144.00
		Total	$27,229.10
Difference in cost to be paid by County			$11,565.90

REDWOOD HIGHWAY JUNCTION SECTION

PROJECT NO. U-131(19)

Estimate of costs of work to be done by City of Grants Pass.

Materials		$1,226.75
Labor		771.50
		$1,998.25
	USE	$1,990.00

Estimated cost of work to be done by California Oregon Power Co.

Materials		$3,200.00
Equipment		594.00
Labor		4,494.00
Overhead and Miscellaneous		1,581.00
Salvage Credit		-2,514.00 Cr.
		$7,255.00
50% to be paid by the State		3,627.50
	USE	$3,620.00

[illegible] 5368 12-16-59

RECEIVED
1959
FOR [illegible]

Monthly transaction number 12-57	Fo PR-2A U.S. DEPARTMENT OF COMMERCE (5-31-57) BUREAU OF PUBLIC ROADS	tate Oregon
Project report number 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
		Project number U-131(19)

F 87(?)
5368

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on **December 18**, 19**58**, is hereby modified as follows:

Revised estimated total cost of project	$ 1,145,163
Revised Federal funds	$ 702,000

Other revisions

None

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16 day of December, 19 59.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By XX C. G. Polk
Division Engineer

By: RCWright
R. C. Wright
Administrative Manager

USComm-DC 11170

December 15, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding two copies of modification of project agreement, signed by the Highway Commission, for the Redwood Highway Junction Section, Project No. U-131(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

[illegible]C:jb

November 27, 1959

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for modification of project agreement for the Redwood Highway Junction Section, Project No. U-131(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

RNC:bb

Federal Aid
Project No. U-131(19)

Oregon State Highway Department

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for modification of project agreement. Based on low bid prices.)

Salem, Oregon, November 27, 1959

Type Code P.E.

Preliminary Engineering	All Required	$	$ 11,000.00

Type Code X431
Rogue River Bridge (Northbound Sta. 1338+25 to Sta. 1344+30)(Contract No. 5258)

Shoring, Cribbing, etc.	All Required	$	$ 23,400.00
Structural Excavation	1,400 cu. yds.	2.60	3,640.00
Excavation Below Elevation Shown	200 cu. yds.	10.00	2,000.00
Furnish Steel Piling	250 lin. ft.	5.10	1,275.00
Drive Steel Piles	5 only	150.00	750.00
Class "A" Concrete	1,503 cu. yds.	65.00	97,695.00
Metal Reinforcement	227,000 lbs.	0.14	31,780.00
Structural Steel	All Required		175,400.00
Metal Rail	1,225 lin. ft.	10.00	12,250.00
8-inch Metal Drain Pipe	25 lin. ft.	3.00	75.00
Concrete Slab Riprap	130 sq. yds.	8.00	1,040.00
			$349,305.00

Type Code X220
Pacific Highway Overcrossing (Sta. 16+04.16 to Sta. 16+57.16)(Contract No. 5368)

Structural Excavation	200 cu. yds.	$4.00	$ 800.00
Class "A" Concrete	1,325 cu. yds.	53.00	70,225.00
Metal Reinforcement	440,450 lbs.	0.12	52,854.00
Waterproofing	130 sq. yds.	3.00	390.00
			$124,269.00

Type Code X221
Williams Highway Overcrossing (Sta. "LH2" 1+47 to Sta. "LH2" 2+47)(Contract 5368)

Structural Excavation	250 cu. yds.	$8.00	$ 2,000.00
Structural Excavation Below Elevation Shown	45 cu. yds.	16.00	720.00
Class "A" Concrete	278 cu. yds.	66.00	18,348.00
Metal Reinforcement	62,600 lbs.	0.125	7,825.00
Metal Handrail	220 lin. ft.	10.00	2,200.00
Concrete Slab Riprap	380 sq. yds.	7.00	2,660.00
			$ 33,753.00

Subtotal	$507,327.00
10% Engr. & Cont.	50,732.70
Total	$558,059.70

Type Code 6201
Roadway (Sta. 0+00 to Sta. 32+15.55)(Contract No. 5368)

Clearing and Grubbing	All Required (60%)		$ 25,200.00
Removal of Curbs	1,680 lin. ft.	$0.30	504.00
Removal of Curbs and Gutters	570 lin. ft.	0.40	228.00
Removal of Traffic Markers	240 lin. ft.	0.30	72.00

Removal of Inlets	2	only	$30.00	$ 60.00
Removal of Miscellaneous Concrete and Masonry	All	Required (97%)		4,841.75
Drainage Excavation, Unclassified	8,700	cu. yds.	3.00	26,100.00
General Excavation, Unclassified	165,300	cu. yds.	0.55	90,915.00
Short Overhaul	94,600	yd. sta.	0.01	946.00
Long Overhaul	100	C-yd.sta.	0.35	35.00
Finishing Roadbed and Slopes	All	Required (60%)		3,000.00
Rounding Cutbanks	3,700	lin. ft.	0.20	740.00
Furnishing and Placing Topsoil	7,000	cu. yds.	1.80	12,600.00
12-inch Corrugated Metal Pipe	250	lin. ft.	3.60	900.00
18-inch Corrugated Metal Pipe	70	lin. ft.	4.80	336.00
12-inch Concrete Pipe	50	lin. ft.	2.10	105.00
18-inch Concrete Pipe	360	lin. ft.	3.80	1,368.00
8-inch Sewer Pipe	760	lin. ft.	1.50	1,140.00
10-inch Sewer Pipe	500	lin. ft.	1.80	900.00
12-inch Sewer Pipe	2,400	lin. ft.	2.10	5,040.00
15-inch Sewer Pipe	1,900	lin. ft.	2.50	4,750.00
18-inch Sewer Pipe	1,050	lin. ft.	3.50	3,675.00
24-inch Sewer Pipe	1,600	lin. ft.	4.50	7,200.00
30-inch Reinforced Sewer Pipe	800	lin. ft.	8.50	6,800.00
36-inch Reinforced Sewer Pipe	400	lin. ft.	12.50	5,000.00
42-inch Reinforced Sewer Pipe	730	lin. ft.	14.00	10,220.00
12-inch Corrugated Metal Siphon Pipe	750	lin. ft.	6.50	4,875.00
15-inch Corrugated Metal Siphon Pipe	130	lin. ft.	8.00	1,040.00
12-inch Concrete Siphon Pipe	44	lin. ft.	3.00	132.00
Concrete End Basins	12	cu. yds.	80.00	960.00
2-inch Galvanized Water Pipe	110	lin. ft.	1.40	154.00
2½-inch Galvanized Water Pipe	280	lin. ft.	1.80	504.00
1½-inch Electrical Conduit	2,330	lin. ft.	1.40	3,262.00
8-inch Metal Drain Pipe	140	lin. ft.	3.00	420.00
8-inch Perforated Metal Drain Pipe	4,400	lin. ft.	2.20	9,680.00
Special Backfill in Drains	1,250	cu. yds.	5.00	6,250.00
4-inch Coated Steel Pipe, 14 Gage	660	lin. ft.	2.00	1,320.00
6-inch Coated Steel Pipe, 14 Gage	840	lin. ft.	2.50	2,100.00
4-inch Gate Valves	2	only	100.00	200.00
6-inch Gate Valves	1	only	200.00	200.00
Extra for Pipe under Pavement	530	lin. ft.	5.00	2,650.00
Concrete Inlets, Type "G"	30	only	80.00	2,400.00
Concrete Inlets, Type "G-1"	6	only	80.00	480.00
Concrete Inlets, Type "G-2"	1	only	80.00	80.00
Concrete Inlets, Type "CG"	4	only	80.00	320.00
Concrete Inlets, Type "CG-1"	6	only	80.00	480.00
Concrete Inlets, Type "D"	10	only	80.00	800.00
Concrete Manholes	24	only	2.50	60.00
Adjustment of Manholes	1	only	50.00	50.00
Adjust and Seal Inlets	6	only	40.00	240.00
Class "A" Concrete in Box Culverts and Headwalls	40	cu. yds.	52.00	2,080.00
Metal Reinforcement in Box Culverts and Headwalls	4,200	lbs.	0.13	546.00
Concrete Curbs	480	cu. yds.	40.00	19,200.00
Concrete Walks	1,900	sq. yds.	3.50	6,650.00

Concrete in Islands	70	cu. yds.	$37.00	$ 2,590.00
Metal Guard Rail	1,700	cu. yds.	2.80	4,760.00
Coarse Crushed Material in Base	30,400	tons	2.15	65,360.00
3/4" - 0 Material in Base	6,950	tons	2.25	15,637.50
Sprinkling	840	M-gal.	3.00	2,520.00
Preparation of Base	All	Required (60%)		1,200.00
3/4" - 0 Material in Binder Course	630	tons	3.15	1,984.50
Furnishing and Placing Aggregates	1,140	tons	3.60	4,104.00
RC-3 Asphalt	70	tons	48.00	3,360.00
120-150 Asphalt	76	tons	48.00	3,648.00
RS-1 Asphalt	22	tons	50.00	1,100.00
Class "B" Asphaltic Concrete	10,600	tons	6.05	64,130.00
Asphaltic Concrete Traffic Markers	2,600	lin. ft.	0.60	1,560.00
				$451,762.75
Additional Drainage Work to be paid by Josephine County				-11,565.90 Cr.
				$440,196.85
Work by City of Grants Pass	All	Required		1,990.00
Work by California Oregon Power Co.	All	Required		3,620.00
Adjust Curb Drains and Valve Boxes	All	Required		500.00
Signing (Temporary)	All	Required		1,400.00
Flagging (57½% of Contractor's Costs)	All	Required		7,500.00
Seeding and Mulching	All	Required		2,600.00
				$457,806.85

Signing, Illumination and Signals (Sta. 0+00 to Sta. 32+15.55) (Contract No. 5553)

Removal of Existing Sign Installation	All	Required (80%)		$ 404.52
Single Post Butterfly Mast Arm Sign Structure	4	only	$1,502.00	6,008.00
Metal Posts in Place	All	Required		696.00
Wood Posts in Place	All	Required (85%)		1,748.45
Type "A" Signs in Place	1,043.6	sq. ft.	8.25	8,609.70
Type "C" and "D" Signs in Place	552.6	sq. ft.	5.00	2,763.00
Type "E" Signs in Place	145.6	sq. ft.	5.25	764.40
Type "J" Signs in Place	21.6	sq. ft.	6.00	129.60
Illumination in Place	All	Required		29,210.00
Traffic Signals in Place	All	Required		15,090.00
				$ 65,423.67
Flagging (57½% of Contractor's Cost)	All	Required		500.00
				$ 65,923.67
	Subtotal			$523,730.52
	10% Engr. & Cont.			52,372.48
			Total	$576,103.00

Length of Roadway - - - - - - - - - 0.599 Mile (Southbound lane)
Length of 2 Structures- - - - - - 0.010 Mile (Southbound lane)
Length of 1 Structure - - - - - - - 0.115 Mile (Northbound lane)
Length of Project - - - - - - - - 0.609 Mile (Southbound lane)
Cost of Roadway Per Mile- - - - - $961,774.62

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structures	558,059.70	345,000.00	213,059.70
Roadway	576,103.00	351,000.00	225,103.00
	$1,145,162.70	$702,000.00	$443,162.70

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

REDWOOD HIGHWAY JUNCTION SECTION

PROJECT NO. U-131(19)

Summary of nonparticipation work done at the request of Josephine County on drainage system.

Normal construction required without County drainage requirement.

Item	Quantity	Unit Price	Total
12-inch Concrete Sewer Pipe	252 lin. ft.	$2.10	$ 529.20
15-inch Concrete Sewer Pipe	328 lin. ft.	2.50	820.00
30-inch Reinforced Concrete Sewer Pipe	1,024 lin. ft.	8.50	8,704.00
Drainage Excavation, Unclassified	1,870 cu. yds.	3.00	5,610.00
		Total	$15,663.20

Construction required to provide County drainage requirement.

Item	Quantity	Unit Price	Total
24-inch Concrete Sewer Pipe	868 lin. ft.	$4.50	$ 3,906.00
36-inch Reinforced Concrete Sewer Pipe	356 lin. ft.	12.50	4,450.00
42-inch Reinforced Concrete Sewer Pipe	668 lin. ft.	14.00	9,352.00
Extra for Pipe Under Pavement	25 lin. ft.	5.00	125.00
Concrete Manhole	1 only	2.50	2.50
Class "A" Concrete in Headwalls	4 cu. yds.	52.00	208.00
Metal Reinforcement	320 lin. ft.	0.13	41.60
Drainage Excavation, Unclassified	3,048 cu. yds.	3.00	9,144.00
		Total	$27,229.10

	Total
Difference in coast to be paid by County	$11,565.90

REDWOOD HIGHWAY JUNCTION SECTION

PROJECT NO. U-131(19)

Estimate of costs of work to be done by City of Grants Pass.

Materials		$1,226.75
Labor		771.50
		$1,998.25
	USE	$1,990.00

Estimated cost of work to be done by California Oregon Power Co.

Materials		$3,200.00
Equipment		594.00
Labor		4,494.00
Overhead and Miscellaneous		1,581.00
Salvage Credit		-2,514.00 Cr.
	Total	$7,255.00
50% to be paid by the State		3,627.50
	USE	$3,620.00

Oregon State Highway Department

Federal Aid
Project No. U-131(19)

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for modification of project agreement.)

Salem, Oregon, October 13, 1959

Type Code P.E.

Preliminary Engineering	All	Required	$	$ 11,000.00

Type Code X431
Rogue River Bridge (Northbound Sta. 1338+25 to Sta. 1344+30) (Contract No. 5258)

Shoring, Cribbing, etc.	All	Required	$	$ 23,400.00
Structural Excavation	1,400	cu. yds.	2.60	3,640.00
Excavation Below Elevation Shown	200	cu. yds.	10.00	2,000.00
Furnish Steel Piling	250	lin. ft.	5.10	1,275.00
Drive Steel Piles	5	only	150.00	750.00
Class "A" Concrete	1,503	cu. yds.	65.00	97,695.00
Metal Reinforcement	227,000	lbs.	0.14	31,780.00
Structural Steel	All	Required		175,400.00
Metal Rail	1,225	lin. ft.	10.00	12,250.00
8-inch Metal Drain Pipe	25	lin. ft.	3.00	75.00
Concrete Slab Riprap	130	sq. yds.	8.00	1,040.00
				$349,305.00

Type Code X220
Pacific Highway Overcrossing (Sta. 16+04.16 to Sta. 16+57.16) (Contract No. 5368)

Structural Excavation	200	cu. yds.	$4.00	$ 800.00
Class "A" Concrete	1,325	cu. yds.	53.00	70,225.00
Metal Reinforcement	440,450	lbs.	0.12	52,854.00
Waterproofing	130	sq. yds.	3.00	390.00
				$124,269.00

Type Code X221
Williams Highway Overcrossing (Sta. "LM2" 1+47 to Sta. "LM2" 2+47) (Contract No. 5368)

Structural Excavation	250	cu. yds.	$8.00	$ 2,000.00
Structural Excavation Below Elevation Shown	45	cu. yds.	16.00	720.00
Class "A" Concrete	278	cu. yds.	66.00	18,348.00
Metal Reinforcement	62,600	lbs.	0.125	7,825.00
Metal Handrail	220	lin. ft.	10.00	2,200.00
Concrete Slab Riprap	380	sq. yds.	7.00	2,660.00
				$ 33,753.00

Subtotal	$507,327.00
10% Engr. & Cont.	50,732.70
Total	$558,059.70

Type Code 6201
Roadway (Sta. 0+00 to Sta. 32+15.55)(Contract No. 5368)

Clearing and Grubbing	All	Required (60%)		$ 25,200.00
Removal of Curbs	1,680	lin. ft.	$0.30	504.00
Removal of Curbs and Gutters	570	lin. ft.	0.40	228.00
Removal of Traffic Markers	240	lin. ft.	0.30	72.00
Removal of Inlets	2	only	30.00	60.00
Removal of Miscellaneous Concrete and Masonry	All	Required (97%)		4,841.75
Drainage Excavation, Unclassified	8,700	cu. yds.	3.00	26,100.00
General Excavation, Unclassified	165,300	cu. yds.	0.55	90,915.00
Short Overhaul	94,600	yd. sta.	0.01	946.00
Long Overhaul	100	C-yd.sta.	0.35	35.00
Finishing Roadbed and Slopes	All	Required (60%)		3,000.00
Rounding Cutbanks	3,700	lin. ft.	0.20	740.00
Furnishing and Placing Topsoil	7,000	cu. yds.	1.80	12,600.00
12-inch Corrugated Metal Pipe	250	lin. ft.	3.60	900.00
18-inch Corrugated Metal Pipe	70	lin. ft.	4.80	336.00
12-inch Concrete Pipe	50	lin. ft.	2.10	105.00
18-inch Concrete Pipe	360	lin. ft.	3.80	1,368.00
8-inch Sewer Pipe	760	lin. ft.	1.50	1,140.00
10-inch Sewer Pipe	500	lin. ft.	1.80	900.00
12-inch Sewer Pipe	2,400	lin. ft.	2.10	5,040.00
15-inch Sewer Pipe	1,900	lin. ft.	2.50	4,750.00
18-inch Sewer Pipe	1,050	lin. ft.	3.50	3,675.00
24-inch Sewer Pipe	1,600	lin. ft.	4.50	7,200.00
30-inch Reinforced Sewer Pipe	800	lin. ft.	8.50	6,800.00
36-inch Reinforced Sewer Pipe	400	lin. ft.	12.50	5,000.00
42-inch Reinforced Sewer Pipe	730	lin. ft.	14.00	10,220.00
12-inch Corrugated Metal Siphon Pipe	750	lin. ft.	6.50	4,875.00
15-inch Corrugated Metal Siphon Pipe	130	lin. ft.	8.00	1,040.00
12-inch Concrete Siphon Pipe	44	lin. ft.	3.00	132.00
Concrete End Basins	12	cu. yds.	80.00	960.00
2-inch Galvanized Water Pipe	110	lin. ft.	1.40	154.00
2½-inch Galvanised Water Pipe	280	lin. ft.	1.80	504.00
1½-inch Electrical Conduit	2,330	lin. ft.	1.40	3,262.00
8-inch Metal Drain Pipe	140	lin. ft.	3.00	420.00
8-inch Perforated Metal Drain Pipe	4,400	lin. ft.	2.20	9,680.00
Special Backfill in Drains	1,250	cu. yds.	5.00	6,250.00
4-inch Coated Steel Pipe, 14 Gage	660	lin. ft.	2.00	1,320.00
6-inch Coated Steel Pipe, 14 Gage	840	lin. ft.	2.50	2,100.00
4-inch Gate Valves	2	only	100.00	200.00
6-inch Gate Valves	1	only	200.00	200.00
Extra for Pipe Under Pavement	530	lin. ft.	5.00	2,650.00
Concrete Inlets, Type "G"	30	only	80.00	2,400.00
Concrete Inlets, Type "G-1"	6	only	80.00	480.00
Concrete Inlets, Type "G-2"	1	only	80.00	80.00
Concrete Inlets, Type "CG"	4	only	80.00	320.00
Concrete Inlets, Type "CG-1"	6	only	80.00	480.00
Concrete Inlets, Type "D"	10	only	80.00	800.00

Concrete Manholes	24 only	$2.50	$ 60.00
Adjustment of Manholes	1 only	50.00	50.00
Adjust and Seal Inlets	6 only	40.00	240.00
Class "A" Concrete in Box Culverts and Headwalls	40 cu. yds.	52.00	2,080.00
Metal Reinforcement in Box Culverts and Headwalls	4,200 lbs.	0.13	546.00
Concrete Curbs	480 cu. yds.	40.00	19,200.00
Concrete Walks	1,900 sq. yds.	3.50	6,650.00
Concrete in Islands	70 cu. yds.	37.00	2,590.00
Metal Guard Rail	1,700 cu. yds.	2.80	4,760.00
Coarse Crushed Material in Base	30,400 tons	2.15	65,360.00
3/4" - 0 Material in Base	6,950 tons	2.25	15,637.50
Sprinkling	840 M-gal.	3.00	2,520.00
Preparation of Base	All Required (60%)		1,200.00
3/4" - 0 Material in Binder Course	630 tons	3.15	1,984.50
Furnishing and Placing Aggregates	1,140 tons	3.60	4,104.00
RC-3 Asphalt	70 tons	48.00	3,360.00
120-150 Asphalt	76 tons	48.00	3,648.00
RS-1 Asphalt	22 tons	50.00	1,100.00
Class "B" Asphaltic Concrete	10,600 tons	6.05	64,130.00
Asphaltic Concrete Traffic Markers	2,600 lin. ft.	0.60	1,560.00
			$451,762.75
Additional Drainage Work to be Paid by Josephine County			- 11,565.90 Cr.
			$440,196.85
Work by City of Grants Pass	All Required		1,990.00
Work by California Oregon Power Co.	All Required		3,620.00
Adjust Curb Drains and Valve Boxes	All Required		500.00
Signing (Temporary)	All Required		1,400.00
Flagging (57½% of Contractor's Costs)	All Required		7,500.00
Seeding and Mulching	All Required		2,600.00
			$457,806.85

Signing, Illumination and Signals (Sta. 0+00 to Sta. 32+15.55)

Removal of Existing Sign Installation	All Required (80%)		$ 800.00
Single Post Butterfly Mast Arm Sign Structure	4 only	$1,600.00	6,400.00
Metal Posts in Place	All Required		520.00
Wood Posts in Place	All Required (85%)		2,890.00
Type "A" Signs in Place	1,043.6 sq. ft.	9.00	9,392.40
Type "C" and "D" Signs in Place	552.6 sq. ft.	5.00	2,763.00
Type "E" Signs in Place	145.6 sq. ft.	5.50	800.80
Type "J" Signs in Place	21.6 sq. ft.	6.00	129.60
Illumination in Place	All Required		42,000.00
Traffic Signals in Place	All Required		14,000.00
			$ 79,695.80
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 80,195.80
	Subtotal		$538,002.65
	10% Engr. & Cont.		53,800.26
	Total		$591,802.91

Length of Roadway - - - - - - - 0.599 Mile (Southbound Lane)
Length of 2 Structures- - - - - 0.010 Mile (Southbound Lane)
Length of 1 Structure - - - - - 0.115 Mile (Northbound Lane)
Length of Project - - - - - - - 0.609 Mile (Southbound Lane)
Cost of Roadway Per Mile- - - - $987,984.82

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structures	558,059.70	345,000.00	213,059.70
Roadway *	591,802.91	365,000.00	226,802.91
	$1,160,862.61	$716,000.00	$444,862.61

*	Total Cost	Federal Funds
F.A.	$ 509,747.53	$315,000.00
F.S. & E.	82,055.38	50,000.00
	$ 591,802.91	$365,000.00

C.F. # 5368

RECEIVED DEC 1 1958 67

FOR FILING

Monthly Transaction No.	Form -2 (5-29-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS **FEDERAL-AID PROJECT AGREEMENT**	te **Oregon**
Project Report No. 7 51 **10** (19)		County **Josephine**
		Project No. **U-131(19)**

FI - [illegible]
5368

The State, through its Highway Department, having complied with the terms and conditions set forth in the Federal-Aid Road Act, approved July 11, 1916 (39 Stat. 355), as amended and supplemented, and in the Regulations issued pursuant thereto by the Secretary of Commerce, relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein.

Project termini

Redwood Junction Interchange Section in Grants Pass, Oregon on the Redwood and Pacific Highways, U.S. 99

Project classification or class of work	Effective date of authorization	Approximate length
Highway planning		
Preliminary engineering	6-5-58	-----
Rights-of-Way		
Construction	6-25-58	0.6
Other *(Specify)*		

FUNDS

Estimated total cost of project	Federal funds
$ 1,078,807.00	$ 666,000.00

The State further stipulates that pursuant to said Act and Regulations, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY COMMISSION
(Official name of Highway Department)

By

~~Deputy~~ **State Highway Engineer**
(title)

By ____________________

(title)

By ____________________

(title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By **C. G. Polk**
Division Engineer

By E. H. Cowan
E. H. Cowan, Acting Division Engineer

Date executed by Division Engineer **December 18, 1958**

USComm-DC 11169

December 8, 1958

Mr. C. G. Polk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

We are forwarding four copies of estimate as a basis for project agreement for the Redwood Highway Junction Section, Project No. U-131(19).

Very truly yours,

W. C. Williams
State Highway Engineer

By

Forrest Cooper
Deputy State Highway Engineer

Enclosures

Oregon State Highway Department

Federal Aid
Project No. U-131(19)

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 21, 1958

Type Code P.E.

Preliminary Engineering	All Required	$	$ 11,000.00

Type Code X431
Rogue River Bridge (Northbound Sta. 1338+25 to Sta. 1344+30)(Contract No. 5258)

Shoring, Cribbing, etc.	All required	$	$ 23,400.00
Structural Excavation	1,400 cu. yds.	2.60	3,640.00
Excavation Below Elevation Shown	200 cu. yds.	10.00	2,000.00
Furnish Steel Piling	250 lin. ft.	5.10	1,275.00
Drive Steel Piles	5 only	150.00	750.00
Class "A" Concrete	1,503 cu. yds.	65.00	97,695.00
Metal Reinforcement	227,000 lbs.	0.14	31,780.00
Structural Steel	All Required		175,400.00
Metal Rail	1,225 lin. ft.	10.00	12,250.00
8-inch Metal Drain Pipe	25 lin. ft.	3.00	75.00
Concrete Slab Riprap	130 sq. yds.	8.00	1,040.00
			$349,305.00

Type Code X220
Pacific Highway Overcrossing (Sta. 16+04.16 to Sta. 16+57.16)(Contract No. 5368)

Structural Excavation	200 cu. yds.	$4.00	$ 800.00
Class "A" Concrete	1,325 cu. yds.	53.00	70,225.00
Metal Reinforcement	440,450 lbs.	0.12	52,854.00
Waterproofing	130 sq. yds.	3.00	390.00
			$124,269.00

Type Code X221
Williams Highway Overcrossing (Sta. "L42" 1+47 to Sta. "L42" 2+47)(Contract 5368)

Structural Excavation	250 cu. yds.	$8.00	$ 2,000.00
Structural Excavation Below Elevation Shown	45 cu. yds.	16.00	720.00
Class "A" Concrete	278 cu. yds.	66.00	18,348.00
Metal Reinforcement	62,600 lbs.	0.125	7,825.00
Metal Handrail	220 lin. ft.	10.00	2,200.00
Concrete Slab Riprap	380 sq. yds.	7.00	2,660.00
			$ 33,753.00

Subtotal	$507,327.00
10% Engr. & Cont.	50,732.70
Total	$558,059.70

Type Code 6201

Roadway (Sta. 0+00 to Sta. 32+15.55)(Contract No. 5368)

Clearing and Grubbing	All	Required (60%)		$ 25,200.00
Removal of Curbs	1,680	lin. ft.	$0.30	504.00
Removal of Curbs and Gutters	570	lin. ft.	0.40	228.00
Removal of Traffic Markers	240	lin. ft.	0.30	72.00
Removal of Inlets	2	only	30.00	60.00
Removal of Miscellaneous Concrete and Masonry	All	Required (97%)		4,841.75
Drainage Excavation, Unclassified	8,700	cu. yds.	3.00	26,100.00
General Excavation, Unclassified	165,300	cu. yds.	0.55	90,915.00
Short Overhaul	94,600	yd. sta.	0.01	946.00
Long Overhaul	100	C-yd.sta.	0.35	35.00
Finishing Roadbed and Slopes	All	Required (60%)		3,000.00
Rounding Cutbanks	3,700	lin. ft.	0.20	740.00
Furnishing and Placing Topsoil	7,000	cu. yds.	1.80	12,600.00
12-inch Corrugated Metal Pipe	250	lin. ft.	3.60	900.00
18-inch Corrugated Metal Pipe	70	lin. ft.	4.80	336.00
12-inch Concrete Pipe	50	lin. ft.	2.10	105.00
18-inch Concrete Pipe	360	lin. ft.	3.80	1,368.00
8-inch Sewer Pipe	760	lin. ft.	1.50	1,140.00
10-inch Sewer Pipe	500	lin. ft.	1.80	900.00
12-inch Sewer Pipe	2,400	lin. ft.	2.10	5,040.00
15-inch Sewer Pipe	1,900	lin. ft.	2.50	4,750.00
18-inch Sewer Pipe	1,050	lin. ft.	3.50	3,675.00
24-inch Sewer Pipe	1,600	lin. ft.	4.50	7,200.00
30-inch Reinforced Sewer Pipe	800	lin. ft.	8.50	6,800.00
36-inch Reinforced Sewer Pipe	400	lin. ft.	12.50	5,000.00
42-inch Reinforced Sewer Pipe	730	lin. ft.	14.00	10,220.00
12-inch Corrugated Metal Siphon Pipe	750	lin. ft.	6.50	4,875.00
15-inch Corrugated Metal Siphon Pipe	130	lin. ft.	8.00	1,040.00
12-inch Concrete Siphon Pipe	44	lin. ft.	3.00	132.00
Concrete End Basins	12	cu. yds.	80.00	960.00
2-inch Galvanized Water Pipe	110	lin. ft.	1.40	154.00
2½-inch Galvanized Water Pipe	280	lin. ft.	1.80	504.00
1½-inch Electrical Conduit	2,330	lin. ft.	1.40	3,262.00
8-inch Metal Drain Pipe	140	lin. ft.	3.00	420.00
6-inch Perforated Metal Drain Pipe	4,400	lin. ft.	2.20	9,680.00
Special Backfill in Drains	1,250	cu. yds.	5.00	6,250.00
4-inch Coated Steel Pipe, 14 Gage	660	lin. ft.	2.00	1,320.00
6-inch Coated Steel Pipe, 14 Gage	840	lin. ft.	2.50	2,100.00
4-inch Gate Valves	2	only	100.00	200.00
6-inch Gate Valves	1	only	200.00	200.00
Extra for Pipe Under Pavement	530	lin. ft.	5.00	2,650.00
Concrete Inlets, Type "G"	30	only	80.00	2,400.00
Concrete Inlets, Type "G-1"	6	only	80.00	480.00
Concrete Inlets, Type "G-2"	1	only	80.00	80.00
Concrete Inlets, Type "CG"	4	only	80.00	320.00
Concrete Inlets, Type "CG-1"	6	only	80.00	480.00
Concrete Inlets, Type "D"	10	only	80.00	800.00
Concrete Manholes	24	only	2.50	60.00
Adjustment of Manholes	1	only	50.00	50.00
Adjust and Seal Inlets	6	only	40.00	240.00

Class "A" Concrete in Box Culverts and Headwalls	40 cu. yds.	$52.00	$ 2,080.00
Metal Reinforcement in Box Culverts and Headwalls	4,200 lbs.	0.13	546.00
Concrete Curbs	480 cu. yds.	40.00	19,200.00
Concrete Walks	1,900 sq. yds.	3.50	6,650.00
Concrete in Islands	70 cu. yds.	37.00	2,590.00
Metal Guard Rail	1,700 cu. yds.	2.80	4,760.00
Coarse Crushed Material in Base	30,400 tons	2.15	65,360.00
3/4" - 0 Material in Base	6,950 tons	2.25	15,637.50
Sprinkling	840 M-gal.	3.00	2,520.00
Preparation of Base	All Required (60%)		1,200.00
3/4" - 0 Material in Binder Course	630 tons	3.15	1,984.50
Furnishing and Placing Aggregates	1,140 tons	3.60	4,104.00
RC-3 Asphalt	70 tons	48.00	3,360.00
120-150 Asphalt	76 tons	48.00	3,648.00
RS-1 Asphalt	22 tons	50.00	1,100.00
Class "B" Asphaltic Concrete	10,600 tons	6.05	64,130.00
Asphaltic Concrete Traffic Markers	2,600 lin. ft.	0.60	1,560.00
			$451,762.75
Additional Drainage Work to be Paid by Josephine County			- 11,565.90 Cr.
			$440,196.85
Work by City of Grants Pass	All Required		1,990.00
Work by California Oregon Power Co.	All Required		3,620.00
Adjust Curb Drains and Valve Boxes	All Required		500.00
Signing	All Required		7,000.00
Flagging (5% of Contractor's Costs)	All Required		7,500.00
Seeding and Mulching	All Required		2,600.00
	Subtotal		$463,406.85
	10% Engr. & Cont.		46,340.68
	Total		$509,747.53

Length of Roadway - - - - - - - - - - 0.599 Mile (Southbound lane)
Length of 2 Structures- - - - - - - - 0.010 Mile (Southbound lane)
Length of 1 Structure - - - - - - - - 0.115 Mile (Northbound lane)
Length of Project - - - - - - - - - - 0.609 Mile (Southbound lane)
Cost of Roadway Per Mile- - - - - - $850,997.54

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structures	558,059.70	345,000.00	213,059.70
Roadway	509,747.53	315,000.00	194,747.53
	$1,078,807.23	$666,000.00	$412,807.23

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

REDWOOD HIGHWAY JUNCTION SECTION

PROJECT NO. U-131(19)

Summary of nonparticipation work done at the request of Josephine County on drainage system.

Normal construction required without County drainage requirement.

Item	Quantity	Unit Price	Total
12-inch Concrete Sewer Pipe	252 lin. ft.	$2.10	$ 529.20
15-inch Concrete Sewer Pipe	328 lin. ft.	2.50	820.00
30-inch Reinforced Concrete Sewer Pipe	1,024 lin. ft.	8.50	8,704.00
Drainage Excavation, Unclassified	1,870 cu. yds.	3.00	5,610.00
		Total	$15,663.20

Construction required to provide County drainage requirement.

Item	Quantity	Unit Price	Total
24-inch Concrete Sewer Pipe	868 lin. ft.	$4.50	$ 3,906.00
36-inch Reinforced Concrete Sewer Pipe	356 lin. ft.	12.50	4,450.00
42-inch Reinforced Concrete Sewer Pipe	668 lin. ft.	14.00	9,352.00
Extra for Pipe Under Pavement	25 lin. ft.	5.00	125.00
Concrete Manhole	1 only	2.50	2.50
Class "A" Concrete in Headwalls	4 cu. yds.	52.00	208.00
Metal Reinforcement	320 lin. ft.	0.13	41.60
Drainage Excavation, Unclassified	3,048 cu. yds.	3.00	9,144.00
			$27,229.10
Difference in cost to be paid by County			$11,565.90

REDWOOD HIGHWAY JUNCTION SECTION

PROJECT NO. U-131(19)

Estimate of costs of work to be done by City of Grants Pass.

Materials		$1,226.75
Labor		771.50
		$1,998.25
	USE	$1,990.00

Estimated Cost of work to be done by California Oregon Power Co.

Materials		$3,200.00
Equipment		594.00
Labor		4,494.00
Overhead and Miscellaneous		1,581.00
Salvage Credit		-2,514.00 Cr.
	Total	$7,255.00
50% to be paid by the State		3,627.50
	USE	$3,620.00

Oregon State Highway Department

Federal Aid
Project No. U-131(19)

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 24, 1958

Type Code P. E.

Preliminary Engineering	All Required		$ 11,000.00

Type Code X431
Rogue River Bridge (North Bound Sta. 1338+25 to Sta. 1344+30)

Shoring and Cribbing, etc.	All Required	$	$ 20,000.00
Structural Excavation	1,400 cu. yds.	10.00	14,000.00
Excavation Below Elevation Shown	200 cu. yds.	20.00	4,000.00
Furnish Steel Piling	250 lin. ft.	5.00	1,250.00
Drive Steel Piles	5 only	200.00	1,000.00
Class "A" Concrete	1,503 cu. yds.	70.00	105,210.00
Metal Reinforcement	227,000 lbs.	0.125	28,375.00
Structural Steel	All Required		119,880.00
Metal Rail	1,225 lin. ft.	12.00	14,700.00
8-inch Metal Drain Pipe	25 lin. ft.	4.00	100.00
Concrete Slab Riprap	130 sq. yds.	11.00	1,430.00
	Subtotal		$309,945.00
	10% Engr. and Cont.		30,994.50
	Total		$340,939.50

Length of Structure 0.115 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structures	340,939.50	211,000.00	129,939.50
	$351,939.50	$217,000.00	$134,939.50

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

OREGON DISTRICT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

Probert

When replying, refer to
08-35.4

September 15, 1958

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today approved the P. S. & E. documents for Oregon Project U-131(19), grading, paving and structures on the Redwood Highway Jct. Section of the Pacific Highway. This is your authorization to advertise for bids.

This authorization is made with the understanding that construction changes will be made reducing the width of the Le. ramp from 44 feet to 24 feet as soon as practical between Station 1357 and Station 1350.

Concurrence in award will be withheld pending notification that all rights-of-way or rights-of-entry have been acquired.

Very truly yours,

CGFolk

C. G. Folk
Division Engineer

RECEIVED
SEP 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

Oregon State Highway Department

Federal Aid
Project No. U-131(19)

REDWOOD HIGHWAY JUNCTION SECTION OF
THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 8, 1958

Type Code P. E.

Preliminary Engineering	All Required	$	$ 11,000.00

Type Code X431
Rogue River Bridge (Northbound Sta. 1338+25 to Sta. 1344+30)

Shoring and Cribbing, etc.	All Required	$	$ 50,000.00
Structural Excavation	1,400 cu. yds.	10.00	14,000.00
Excavation Below Elevation Shown	200 cu. yds.	20.00	4,000.00
Furnish Steel Piling	250 lin. ft.	5.00	1,250.00
Drive Steel Piles	5 only	200.00	1,000.00
Class "A" Concrete	1,503 cu. yds.	70.00	105,210.00
Metal Reinforcement	227,000 lbs.	0.14	31,780.00
Structural Steel	All Required		133,200.00
Metal Rail	1,225 lin. ft.	12.00	14,700.00
8-inch Metal Drain Pipe	25 lin. ft.	4.00	100.00
Concrete Slab Riprap	130 sq. yds.	11.00	1,430.00
	Subtotal		$356,670.00
	10% Engr. & Cont.		35,667.00
	Total		$392,337.00

Length of Structure - - - - - 0.115 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structure	392,337.00	242,000.00	150,337.00
	$403,337.00	$248,000.00	$155,337.00

Oregon State Highway Department

Federal Aid
Project No. U-131(19)

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 1, 1958

Type Code P. E.

Preliminary Engineering	All Required	$	$ 11,000.00

Type Code X431
Rogue River Bridge (North bound Sta. 1338+25 to Sta. 1344+30)

Shoring and Cribbing, Etc.	All Required	$	$ 20,000.00
Structural Excavation	1,400 cu. yds.	10.00	14,000.00
Excavation Below Elevation Shown	200 cu. yds.	20.00	4,000.00
Furnish Steel Piling	250 lin. ft.	5.00	1,250.00
Drive Steel Piles	5 only	200.00	1,000.00
Class "A" Concrete	1,503 cu. yds.	70.00	105,210.00
Metal Reinforcement	227,000 lbs.	0.14	31,780.00
Structural Steel	All Required		133,200.00
Metal Rail	1,225 lin. ft.	12.00	14,700.00
8-inch Metal Drain Pipe	25 lin. ft.	4.00	100.00
Concrete Slab Riprap	130 sq. yds.	11.00	1,430.00
	Subtotal		$326,670.00
	10% Engr. & Cont.		32,667.00
	Total		$359,337.00

Length of Structure - - - - - - 0.115 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structure	359,337.00	222,000.00	137,337.00
	$370,337.00	$228,000.00	$142,337.00

Oregon State Highway Department

Federal Aid
Project No. U-131(19)

REDWOOD HIGHWAY JUNCTION SECTION OF THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 10, 1958

Type Code P. E.

Preliminary Engineering	All Required	$ 11,000.00

Type Code X431
Rogue River Bridge (North Bound Sta. 1338+25 to Sta. 1344+30) (Contract No. 5253)

Shoring and Cribbing, Etc.	All Required	$	$ 23,400.00
Structural Excavation	1,400 cu. yds.	2.60	3,640.00
Excavation Below Elevation Shown	200 cu. yds.	10.00	2,000.00
Furnish Steel Piling	250 lin. ft.	5.10	1,275.00
Drive Steel Piles	5 only	150.00	750.00
Class "A" Concrete	1,503 cu. yds.	65.00	97,695.00
Metal Reinforcement	227,000 lbs.	0.14	31,780.00
Structural Steel	All Required		175,400.00
Metal Rail	1,225 lin. ft.	10.00	12,250.00
8-Inch Metal Drain Pipe	25 lin. ft.	3.00	75.00
Concrete Slab Riprap	130 sq. yds.	8.00	1,040.00
			$349,305.00

Type Code X220
Pacific Highway Overcrossing (Sta. 16+04.16 to Sta. 16+57.16)

Structural Excavation	200 cu. yds.	$ 15.00	$ 3,000.00
Class "A" Concrete	1,325 cu. yds.	75.00	99,375.00
Metal Reinforcement	440,450 lbs.	0.13	57,258.50
Waterproofing	130 sq. yds.	5.00	650.00
			$160,283.50

Type Code X221
Williams Highway Overcrossing (Sta. "TH2" 1+47 to Sta. "TH2" 2+47)

Structural Excavation	250 cu. yds.	$ 15.00	$ 3,750.00
Structural Excavation Below Elevation Shown	45 cu. yds.	20.00	900.00
Class "A" Concrete	278 cu. yds.	75.00	20,850.00
Metal Reinforcement	62,600 lbs.	0.13	8,138.00

Metal Handrail	220 lin. ft.	$ 12.00	$ 2,640.00
Concrete Slab Riprap	380 sq. yds.	9.00	3,420.00
			$ 39,698.00
	Subtotal		$549,286.50
	10% Engr. & Cont.		54,928.65
	Total		$604,215.15

Type Code 6201
Roadway (Sta. 0+00 to Sta. 32+15.55)

Clearing and Grubbing	All Required (60%)		$ 20,000.00
Removal of Curbs	1,680 lin. ft.	$ 0.50	840.00
Removal of Curbs and Gutters	570 lin. ft.	0.75	427.50
Removal of Traffic Markers	240 lin. ft.	0.25	60.00
Removal of Inlets	2 only	35.00	70.00
Removal of Misc. Concrete and Masonry	All Required (97%)		3,395.00
Drainage Excavation, Unclassified	8,700 cu. yds.	4.00	34,800.00
General Excavation, Unclassified	165,300 cu. yds.	0.78	128,934.00
Short Overhaul	94,600 yd. sta.	0.01	946.00
Long Overhaul	100 C-yd.sta.	0.35	35.00
Finishing Roadbed and Slopes	All Required (60%)		3,000.00
Rounding Cutbanks	3,700 lin. ft.	0.20	740.00
Furnishing and Placing Topsoil	7,000 cu. yds.	1.50	10,500.00
12-inch Corrugated Metal Pipe	250 lin. ft.	3.75	937.50
18-Inch Corrugated Metal Pipe	70 lin. ft.	5.00	350.00
12-Inch Concrete Pipe	50 lin. ft.	3.00	150.00
18-Inch Concrete Pipe	360 lin. ft.	4.50	1,620.00
8-Inch Sewer Pipe	760 lin. ft.	2.00	1,520.00
10-Inch Sewer Pipe	500 lin. ft.	2.25	1,125.00
12-Inch Sewer Pipe	2,400 lin. ft.	2.50	6,000.00
15-Inch Sewer Pipe	1,900 lin. ft.	3.25	6,175.00
18-Inch Sewer Pipe	1,050 lin. ft.	3.75	3,937.50
24-Inch Sewer Pipe	1,600 lin. ft.	5.25	8,400.00
30-Inch Reinforced Sewer Pipe	800 lin. ft.	7.50	6,000.00
36-Inch Reinforced Sewer Pipe	400 lin. ft.	9.00	3,600.00
42-Inch Reinforced Sewer Pipe	730 lin. ft.	12.00	8,760.00
12-Inch Corrugated Metal Siphon Pipe	750 lin. ft.	5.50	4,125.00
15-Inch Corrugated Metal Siphon Pipe	130 lin. ft.	6.50	845.00
12-Inch Concrete Siphon Pipe	44 lin. ft.	3.00	132.00
Concrete End Basins	12 cu. yds.	55.00	660.00
2-Inch Galvanized Water Pipe	110 lin. ft.	1.50	165.00
2½-Inch Galvanized Water Pipe	280 lin. ft.	2.00	560.00
1½-Inch Electrical Conduit	2,330 lin. ft.	1.75	4,077.50
8-Inch Metal Drain Pipe	140 lin. ft.	2.50	350.00
8-Inch Perforated Metal Drain Pipe	4,400 lin. ft.	2.50	11,000.00
Special Backfill in Drains	1,250 cu. yds.	6.00	7,500.00
4-Inch Coated Steel Pipe, 14 Gage	660 lin. ft.	3.00	1,980.00

6-Inch Coated Steel Pipe, 14 Gage	840 lin. ft.	$ 4.00	$ 3,360.00
4-Inch Gate Valves	2 only	60.00	120.00
6-Inch Gate Valves	1 only	75.00	75.00
Extra for Pipe Under Pavement	530 lin. ft.	5.00	2,650.00
Concrete Inlets, Type "G"	30 only	75.00	2,250.00
Concrete Inlets, Type "G-1"	6 only	80.00	480.00
Concrete Inlets, Type "G-2"	1 only	85.00	85.00
Concrete Inlets, Type "CG"	4 only	85.00	340.00
Concrete Inlets, Type "CG-1"	6 only	90.00	540.00
Concrete Inlets, Type "D"	10 only	95.00	950.00
Concrete Manholes	24 only	350.00	8,400.00
Adjustment of Manholes	1 only	75.00	75.00
Adjust and Seal Inlets	6 only	35.00	210.00
Class "A" Concrete in Box Culverts and Headwalls	40 cu. yds.	55.00	2,200.00
Metal Reinforcement in Box Culverts and Headwalls	4,200 lbs.	0.15	630.00
Concrete Curbs	480 cu. yds.	50.00	24,000.00
Concrete Walks	1,900 sq. yds.	5.00	9,500.00
Concrete in Islands	70 cu. yds.	50.00	3,500.00
Metal Guard Rail	1,700 cu. yds.	3.50	5,950.00
Coarse Crushed Material in Base	30,400 tons	1.90	57,760.00
3/4" - 0 Material in Base	6,950 tons	2.10	14,595.00
Sprinkling	840 M-gals.	3.00	2,520.00
Preparation of Base	All Required (60%)		900.00
3/4" - 0 Material in Binder Course	630 tons	3.25	2,047.50
Furnishing and Placing Aggregates	1,140 tons	3.25	3,705.00
RC-3 Asphalt	70 tons	50.00	3,500.00
120-150 Asphalt	76 tons	50.00	3,800.00
RS-1 Asphalt	22 tons	52.00	1,144.00
Class "B" Asphaltic Concrete	10,600 tons	7.50	79,500.00
Asphaltic Concrete Traffic Markers	2,600 lin. ft.	1.00	2,600.00
			$521,103.50
Additional Drainage work to be paid by Josephine County			- 11,856.00 Cr.
			$509,247.50
Work by City of Grants Pass	All Required		4,200.00
Work by California-Oregon Power Co.	All Required		7,400.00
Work by Pacific Telephone & Telegraph Co.	All Required		3,300.00
Adjust Curb Drains and Valve Boxes	All Required		500.00
Signing	All Required		7,000.00
Flagging (57½% of Contractor's Cost)	All Required		7,500.00
Seeding and Mulching	All Required		2,600.00
	Subtotal		$541,747.50

Subtotal	$541,747.50
10% Engr. & Cont.	54,174.75
Total	$595,922.25

Length of Roadway	0.599 Mile (Southbound Lane)
Length of 2 Structures	0.010 Mile (Southbound Lane)
Length of 1 Structure	0.115 Mile (Northbound Lane)
Length of Project	0.609 Mile (Southbound Lane)
Cost of Roadway Per Mile	$994,861.85

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 11,000.00	$ 6,000.00	$ 5,000.00
Structures	604,215.15	374,000.00	230,215.15
Roadway	595,922.25	368,000.00	227,922.25
	$1,211,137.40	$748,000.00	$463,137.40

REDWOOD HIGHWAY JUNCTION SECTION

PROJECT NO. U-131(19)

Summary of Nonparticipation Work Done at the Request of Josephine County on Drainage System.

Normal Construction Required Without County Drainage Requirement

Item	Quantity	Unit Price	Total
12-Inch Concrete Sewer Pipe	252 lin. ft.	$ 2.50	$ 630.00
15-Inch Concrete Sewer Pipe	328 lin. ft.	3.25	1,066.00
30-Inch Reinforced Concrete Sewer Pipe	1,024 lin. ft.	7.50	7,680.00
Drainage Excavation, Unclassified	1,870 cu. yds.	4.00	7,480.00
			$ 16,856.00

Construction Required to Provide County Drainage Requirement

Item	Quantity	Unit Price	Total
24-Inch Concrete Sewer Pipe	868 lin. ft.	$ 5.25	$ 4,557.00
36-Inch Reinforced Concrete Sewer Pipe	356 lin. ft.	9.00	3,204.00
42-Inch Reinforced Concrete Sewer Pipe	668 lin. ft.	12.00	8,016.00
Extra for Pipe Under Pavement	25 lin. ft.	5.00	125.00
Concrete Manholes	1 only	350.00	350.00
Class "A" Concrete in Headwalls	4 cu. yds.	55.00	220.00
Metal Reinforcement	320 lin. ft.	0.15	48.00
Drainage Excavation, Unclassified	3,048 cu. yds.	4.00	12,192.00
			$ 28,712.00
Difference in Cost to be Paid by County			$ 11,856.00

RECEIVED
APR 6 1961
FOR FILING

U-131(19
FI-27(9)
5368

April 5, 1961

Standard Accident Insurance Company
620 Oregon Bank Building
Portland 4, Oregon

Attention: Howard D. Long,
Surety Field Representative

Dear Mr. Long:

This is to acknowledge your letter of March 31 concerning John H. Bostick and Cecil James, doing business as Bostick and James.

According to our records this firm has never performed a contract for the Oregon State Highway Department as a principal contractor. We have conferred with our Construction Division and they have informed us that Bostick and James were sub-contractors under R & M Construction Company and W. M. Ausland on State Highway Contract 5368, which was in the amount of $754,059. This work involved structures, grading, and paving on the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County. Our records show that Bostick and James "subbed" the grading on this contract in the amount of $118,640. This appears to be the job to which you make reference in your letter.

As far as we know this firm performed the grading work in a satisfactory manner. To our knowledge there were no liens or claims filed against this contract. Should you wish to contact the prime contractor, the address is P. O. Box 437, Grants Pass, Oregon.

Bostick and James, the co-partnership, was prequalified by this Department in 1960 in the amount of $360,000. At this date they have not filed a prequalification statement for 1961.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:rj

E K KIRK, President

Standard Accident Insurance Company
INCORPORATED 1884
CASUALTY · FIRE · MARINE · FIDELITY · SURETY

J. S. LAIRD
MANAGER

PORTLAND BRANCH OFFICE
620 OREGON BANK BUILDING
PORTLAND 4, OREGON

TELEPHONE CAPITAL 7-2833

March 31, 1961

Oregon State Highway Commission
Salem, Oregon

Re: John H. Bostick and Cecil James - 907 Peach St., Medford, Oregon and/or 99[illegible] Williams, Eugene, Oregon and d/b/a Bostick & James

Gentlemen:

The aforementioned contractors, now a partnership have approached this company for bonding credit. They have submitted signed financial statements authorizing anyone to furnish information to us concerning any contract or financial transaction. Any information you may give us will be appreciated and held strictly confidential.

They state that during the past several years they constructed the present Intersection of Highways 99 and 199 at Grants Pass, Oregon for your commission. They further state that this construction included several over-underpass structures.

Sub-Contractor on
#5368 — Grading wk.
in the amt. of $118,640.

I would like to verify:

That the above information is correct?

The final contract price?

If the work was performed promptly and satisfactorily?

Were there any liens or claims, or threats of liens or claims while they were involved in this project?

Your opinion of contractor's character, ability and financial responsibility.

A self-addressed envelope is enclosed for your reply.

Thank you.

Very truly yours,

Howard D. Long
Surety Field Representative

HDL:L

RECEIVED
APR 3 1961
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP - 8 1960
FOR FILING

11-131(1)
11-131(2)
5368

September 7, 1960

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

State Highway Contract No. 5368, for structures, grading and paving the Redwood Highway Junction Section of the Pacific and Redwood Highways in Josephine County, was completed by the contractor, R & M Construction Co. and W. M. Ausland, on June 6, 1960 and was formally accepted by the Highway Commission on August 18, 1960.

Final payment in the amount of $23,607.86 will be released to the contractor on or after September 19, 1960. The total contract amount is $791,427.32, of which amount $4,498.52 represents force account items.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

This notice is sent to you as you appear as surety on the performance bond furnished by the contractor on this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMM.

jmc

RECEIVED
[illegible] 1960
FOR FILING
I-131 (19)
[illegible] - 27 (9)
5368

August 11, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

The State Highway Commission is prepared to release semi-final payment to R & M Construction Co., and W. M. Ausland on contract #5368 for structures-grading-paving the Redwood Hwy. Jct. Section of Pacific and Redwood Highways in Josephine County.

This payment, in the amount of $4,804.29, will be released to contractor on or after August 22. The retained percentage is $23,607.86.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

Form E-1—(Rev.)-

U-131(9)
FI-27(9)

OREGON STATE HIGHWAY DEPARTMENT

Field Engineer's Weekly Report

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22, 1960

Section Redwood Highway Junction

Kind of work Grading, Paving & Structures

Highway Pacific & Redwood County Josephine

Section prefix 17-1039

Contractor R& M Construction Co. & W. M. Ausland

Contract number 5368

Date of contract November 13, 1958

Specified work days 150

Date work started October 20, 1958

Work days used 166

Project authorization . . . . . $ 892,303.88

Exclusive of engineering . . . . $ 828,851.16

Per cent of time elapsed 110.7 %

Estimated cost of completed project, exclusive of engineering . . . $ 805,779.38

Estimated per cent XXXXXXX underrun . . . 2.8 %

Per cent of contract completed, based on estimated cost . . . 100 %

Engineering authorization . . . . $ 63,452.72

Engineering cost to date $ 68,085.00 107.3 %

Date project was completed June 6, 1960, 19

ESTIMATED PER CENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L PROD.
100 %	100 %	100 %	100 %	100 %	100 %	

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, etc.:

All work by contractor complete.

Semi-final estimate complete and ready for transfer to the Division Office.

FINAL REPORT

CONSTRUCTION DIVISION
RECEIVED
JUL 25 1960
NOTED-- CE ACS ACE COE

NOTED
JOHN R. OAKES

NOTED
C. E. [illegible]

Signed

Address P. O. Box 306, Grants Pass, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

State Printing

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.12	3.84			3.60
Miles partially completed					
Miles completed	4.12	3.84			3.60
Total estimated quantities (contract)	168,900	54,000			
Total quantities corrected to date	187,000	62,400			
Estimated quantities moved or placed to date	187,000	62,400			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Men

Supervision

Men and trucks under 3 tons

Men and trucks over 3 tons

Men and tractors

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....

Compressors ...., Bulldozers ...., Compaction rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday			

RECEIVED
JUL [illegible] 1960
FOR FILING

[illegible]
[illegible]
[illegible]

July 11, 1960

Mr. H. J. Perkey
A Member of the Conservative Party
Post Office Box 135
Rogue River, Oregon

Dear Mr. Perkey:

Your letter of July 2, addressed to Mr. L. H. Young, regarding the speed zone existing south of the Caveman Bridge on the Pacific Highway at Grants Pass, has been referred to this office.

The Highway Commission has already taken cognizance of this matter and has passed a resolution zoning that portion of the Pacific Highway between Caveman Bridge and Maple Street to 30 miles per hour. This will not be made effective until action is taken by the Speed Control Board for the adjacent city section.

It is anticipated that the Speed Control Board will take this action in the very near future and signing to make it effective should be posted in about two or three weeks.

Very truly yours,

W. C. Williams
State Highway Engineer

LHY:fp ms

cc: Mr. Forrest Cooper
Mr. Tom Edwards
Mr. F. B. Crandall
Mr. F. D. Morgan

P. O. Box 135
Rogue River, Oregon
July 2, 1960

Mr. Hill Young
Assistant Construction Engineer
Salem, Oregon.

Dear Mr. Young:

I need your undivided attention for one moment PlEASE: After we spend a gillion dollars for highway right of way and construct a super highway, do we continue to use it as a horse and buggy trail? To be more specific, I refer you to State Contract #5368 Federal participation-Urban-Limited access-U 131 (9) Caveman bridge south bound lane of U.S. highway # 99. Upon completion of this project, do we continue to legally call this a congested area and issue revenue tickets for slightly exceeding 25 miles per hour?

I am in need of an immediate answer for his Honor JusticeOf Peace Mr. L. Aschenbrenner.

Yours very truly

A member of The Conservitive Party

H. J. Perkey

Young -
Please handle

(Personnel does
not have this man
listed as an employee
of OSHD)
J

CONSTRUCTION DIVISION
RECEIVED
JUL 5 1960
NOTED- ☑ ☑ ☐ ☐ ☐
CE AGE ACE COE

RECEIVED
JUN 27 1960
FOR FILING

U.1-1(17)
FI-27(4)
5368

June 22, 1960

United Pacific Insurance Co.,
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

It is the intention of the State Highway Commission to release to R & M Construction Co., and W. M. Ausland a portion of the funds heretofore retained by the Commission on contract #5368 for structures-grading-paving the Redwood Highway Jct. Section of Pacific and Redwood Highways in Josephine County.

This payment, in the amount of $64,777.03, reduces the retained percentage to 3% of the total amount earned by the contractor, or the sum of $23,509.18. The present payment will be released on or after July 2, 1960.

The State is not aware of any unpaid claims for labor or materials and assumes no responsibility for such claims should there be any.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

RECEIVED

FOR FILING

U-131(19)

5367 Y

June 22, 1960

Mr. C. G. Polk, Division Engineer
U. S. Bureau of Public Roads
408 State Highway Building
Salem, Oregon

Re: Completion - erosion control work
Redwood Hwy. Junction Section
Pacific & Redwood Highways
Contract No. 5367 Y
F.A.P. No. F-127(9) and U-131(19)

Dear Sir:

The erosion control work on the subject job, authorized in Order for State Force Work dated July 30, 1959, was completed June 7, 1960.

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Staff Engineer

Bc Mr. M. H. Astrup

A

RECEIVED
JUN 10 1960
FOR FILING

U-131(9)
F 127(9)
5368

June 9, 1960

Mr. C. G. Folk
Division Engineer
Bureau of Public Roads
State Highway Building
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 6, 1960, on Contract No. 5368, Redwood Highway Junction Section, in Josephine County, in connection with Federal Aid Project No. U-131(9), F-127(9).

Very truly yours,

W. C. Williams
State Highway Engineer

By

R. L. Porter
Office Engineer

cc: Clarence G. Swenson

DBP:ia

1.

RECEIVED
APR 22 1960
FOR FILING
U-131(19)
FI-27(9)
5368

April 21, 1960

R & M Construction Co., and
W. M. Ausland
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 21, 1960, had under discussion your request for 30 additional workdays within which to complete your contract #5368, without the assessment of liquidated damages for structures-grading-paving on the Redwood Highway Junction Section on the Pacific and Redwood Highways in Josephine County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: F. D. Morgan
A. L. Chapman
Tom Edwards
R. L. Porter
C. W. Nelson

RECEIVED
APR 22 1960
FOR FILING
U-131(19)
FI-27(9)
5368

April 21, 1960

R & H Construction Co., and
W. W. Ausland
P. O. Box 437
Grants Pass, Oregon

Gentlemen:

The State Highway Commission at its meeting held on April 21, 1960, had under discussion your request for 30 additional workdays within which to complete your contract #5368, without the assessment of liquidated damages for structures-grading-paving on the Redwood Highway Junction Section on the Pacific and Redwood Highways in Josephine County.

A complete report concerning the matter was presented to the Highway Commission by the State Highway Engineer, and the Commission considered your request in light of all of the facts and circumstances disclosed in the report and in your request. After carefully reviewing all available information, the Highway Commission concluded that an increase in the number of workdays specified for the completion of the work was not warranted, and therefore denied your request.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

dc

cc: F. D. Morgan
A. L. Chapman
Tom Edwards
R. L. Porter
C. W. Maison

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract # 5319 Ends with: Contract # 5368

FLASH CARDS: Begin Each Contract

Remarks: Contract # 5368 is continued on Reel 93

Reel No. 92 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 16 day of March 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

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Signature Silvar Storm